

# American Aviation

*The Independent Voice of American Aeronautics*

**FEBRUARY 1, 1946**

## Extend the Public Service

**T**HE INITIATIVE being shown by the Post Office Department in exploring the possibilities of reducing air mail postage and studying the prospects of all overnight first class mail by air and air parcel post is not only a challenge to the airlines but is an encouraging sign for the public and commerce.

*Fortnightly Review*

For seven years following the transfer of governmental authority over air transportation from the Post Office Department to the Civil Aeronautics Authority in 1938, the P. O. showed little active interest in air mail problems

aside from some general promotional work on the part of one or two subordinates. The progressive attitude of the new Second Assistant Postmaster General, Gael Sullivan, is as commendatory as it is unusual for a government official.

In fact the air mail situation has almost reversed itself. The airlines, which were on the offensive in the earlier days when air mail revenue was so vitally important, are now in the position of having to catch their breaths at the scope and speed of Post Office Department plans.

Some of the carriers, as a matter of fact, may be too conservative in their reaction to the almost over-generous approach of the P. O. Department to expand by many times the carriage of the public's mail by speedier air transport. What may appear to be a vast task now because of today's heavy passenger loads may be a more-than-welcome asset when load factors drop from their present high levels as available seats increase with new and larger equipment.

It is now proposed to ask Congress to reduce the air mail postage rate from eight cents to five cents per ounce. This is a sensible first step but only a first step. The P. O. figures show that first-class mail for distances of 300 miles and over can be carried beneficially by the airlines with a relatively small reduction in payments to the railroads and for faster service to the public. The figures are quite surprising, in fact, because it was fair to assume that if all first class mail were carried by air—where air resulted in a saving in time—the railroads would lose considerable revenue from the P. O. Department. Actually the reduction isn't much, but the business accruing to the airlines would be relatively great to what they have had in the past.

As for air parcel post, this is an urgent need for commerce and for the general public. Since such a new plan could not be instituted overnight anyway, there should be no obstacles placed in the way of studies

(Turn to Page 6)



### PCA's Executive Vice President

J. H. Carmichael, former vice president—operations and veteran pilot, has been elected executive vice president of Pennsylvania-Central Airlines. He thus assumes a top post in PCA's new decentralization program.

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# American Aviation

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**American Aviation Directory:** Published twice a year, Spring and Fall. Complete reference data on administrative and operating personnel of airlines, aircraft and engine manufacturers, accessory and equipment manufacturers, organizations, schools, U. S. and foreign aviation groups and departments, etc. Completely cross-indexed by companies, activities, products and individuals. Single copy \$5.00; annual subscription (two successive editions) \$7.50. Spring-Summer 1946 issue now available. HELEN L. WALSH, Managing Editor.

**American Aviation Traffic Guide:** Monthly publication of airline schedules, rates and regulations for passenger and cargo transportation by commercial air transport. Supplements furnished subscribers covering changes occurring between issues. Subscriptions U. S. and Latin America \$5.00 one year (12 issues and supplements); Canada \$5.50. All other countries \$6.50. Published and revised from editorial offices at 139 North Clark Street, Chicago 2, Illinois. (Telephone: State 2154). H. D. WHITNEY, Managing Editor.

**American Aviation Reports:** Current financial and traffic statistics on all domestic airlines as reported to the Civil Aeronautics Board. Includes monthly and semi-annual summaries. Yearly subscription comprises over 500 separate reports. \$175 one year; \$100 six months; \$30 one month. Special statistical and research work for subscribers at cost.

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In the long tense months of war, more than 1500 United Air Lines employees left to serve their country.


We made a pledge to those patriotic members of United's big family. A job would always be waiting on that day when each returned.

Now hundreds are again back with us. It's good to see them again. To all of them—and to those still returning—we say proudly, "Welcome Home!"

And United is doubly proud that it has been one of the first companies to be honored with a citation from the National Association of Personnel Directors—a banner in recognition of our program for reinstating and hiring returning veterans.

#### Here is United's Veterans Readjustment Program

1. Immediate referral to Veterans Reemployment Division of our Personnel Dept.
2. Here, a discussion takes place as to what the veteran wants to do and what new abilities he has gained through war training.
3. Next, he is brought up to date on United's progress, every phase of United's vastly expanded operation—new routes, new cities served on the coast-to-coast Main Line Airway, the new, larger and faster 4-engine Mainliners that are on the way.
4. He is prepared for the swing to postwar expansion.
5. Next, for his own welfare, a complete physical checkup.
6. I. Q. and other tests designed to help him take advantage of his own individual growth and improvement gained during the war.
7. Conferences. A decision is reached, on mutual agreement, as to the best job available in the place where he wants to work.
8. Final conference. Then—on the job, in the right spot, contented. (The veteran learns, too, of United's retirement program, insurance protections, general salary increases, benefits accrued to him during his absence, and other aids.)

**UNITED  AIR LINES**

(Continued from Page 1)

looking forward to an air parcel post by the end of this year. While the problem of priorities of air parcel post with relation to other mail may bulk as a major item right now, the chances are quite strong that this problem will disappear, or at least depreciate in importance, by the end of this year when much new equipment is in service.

Let Mr. Sullivan continue his efforts to provide better service to the public. He's on the right track and needs encouragement. The users of air mail have turned in handsome profits to the P. O. Department and it is only fair now that the P. O. issue dividends in the way of lower postage.

## Better Service for Customers

**A**IRCRAFT manufacturers are very cool toward the proposal of Foreign Liquidation Commission officials to establish overseas service centers for surplus planes sold to other countries. The FLC proposal has many merits but it also is difficult to work out in practice and the lack of interest by the manufacturers dooms the whole idea.

But if overseas service centers are not susceptible of achievement, the manufacturers need to do a much better job of servicing foreign customers than they have done in the past. Manufacturers have been inclined to disassociate themselves from surplus sales, but a foreign airline or other foreign customer purchasing from surplus considers himself to be a customer of the manufacturer, not of the U. S. Government. The reputation of more than one U. S. manufacturer has been injured overseas by the lack of assistance and service to which he thinks he is entitled. It is definitely a current weak spot in the export field.

## Cutting the Red Tape

**F**OREIGN airline applicants have been rightfully irritated by the unnecessary red tape which some of the Civil Aeronautics Board's bright young lawyers had strung up with regard to hearing and granting of applications to fly into the U. S. It has now been revealed that the whole procedure has been greatly simplified. Examiners' reports have been waived and foreign lines will not have to hire counsel for the proceedings. Less material is to be required from applicants.

American airline companies have been able to obtain their permits in foreign countries with much less trouble except in those complex situations where bilateral agreements have not been concluded. Permits were granted in hours or days, whereas the CAB procedure was necessitating travel to this country by busy executives, expensive counsel, and weeks and months of routine procedures. We are glad the whole business has been simplified. Aviation regulation is complicated enough without adding to the already existing burdens.

## Splendid Appointment

**P**RESIDENT TRUMAN'S nomination of Clarence M. Young to the long-vacant position on the five-man Civil Aeronautics Board is extremely welcome news. A man of experience and ironclad integrity, Young is highly respected throughout aviation. He will add dignity and a thorough knowledge of the industry to the Board. The President has been under heavy political pressure ever since Edward P. Warner resigned last autumn to treat the vacancy as a political plum, an action which would have doomed the Board as certainly as any politician can wreck a quasi-judicial agency. The President is to be commended for a wise and thoughtful selection.

## It's Here

**T**HE RECENT Gallup poll showing preferences of the public for airplane and train deserves some real attention. The question asked by the poll-takers was very simple: "If you had the money and wanted to take a thousand-mile trip across the country and the cost was the same, would you prefer to go by railroad or airplane?" The answers were very revealing.

Although the nation-wide result, of all ages and both men and women, showed a 54% preference for the train, the vote by ages showed a 68% preference for the airplane by those in the 21-39 years age group. Only those 50 and over showed a decided preference (68%) for the train.

All of which simply means that the day of mass air travel is here—as far as the public is concerned. It means that the job facing the airlines is one of handling traffic, of providing convenient schedules, and giving frequent service. The prewar major task of selling the air world has undergone postwar reconversion. The Gallup poll demonstrates in a positive way, more than anything of its kind we've seen, that the air age isn't coming—it's here with a ready acceptance on the part of the public.

## PCA First

**A**LTHOUGH TWA has been flying four-engined Boeing Stratoliners in service for some time, the real launching of the postwar domestic four-engined transport service can be chalked up to PCA which began Douglas DC-4 service between Norfolk and Chicago on January 20. Forty-eight passengers were carried eastbound out of Chicago which is something of a record in U. S. aviation history. From now on the new four-engined aircraft will be coming into service with regularity in various parts of the country providing the traveling public with speed, flexibility and comfort never before available. PCA deserves commendation for the dispatch with which it got its converted C-54s in service.

WAYNE W. PARRISH

# after 1659 hours ON A DOUGLAS C-54

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## Asks Correction

To the Editor:

I hold high esteem for AMERICAN AVIATION. I am not a subscriber, but two of my best friends are, and it is through their courtesy that I get to read AMERICAN AVIATION regularly.

My special attention was drawn to your article "Swiss Greet All Visitors With Open Arms; It's Habit" which appeared in the December 15, 1945 issue.

I cannot help feeling that you must have written your article in a great hurry and without the usual thoroughness which otherwise typifies your contributions to AMERICAN AVIATION. For instance, I would say that your other article in the same issue—"Swiss Airline Moves Fast to Reopen All Operations"—is accurate and helpful for anyone who is interested in Swiss air operations.

Your previous article, however, does not make sense; the headlines you chose do not fit. You must have purposely or out of ignorance given the wrong significance to what you have seen or heard from others in Switzerland. I am going to ask you to correct a few statements which you have made in the said article, and to give you something to work on, I have taken the trouble of writing out attached "critic".

I am certain that after careful study of my arguments you will see the necessity for amendment of your article in your next issue of AMERICAN AVIATION.

A. F. SOMM.

Consulate General of Switzerland in Canada, Montreal, Canada.

Editor's Note: We fear Mr. Somm misconstrued several purely innocent observations. The American GI liked Switzerland immensely, was better behaved

in Switzerland than in any other country, and was not given any special treatment by the Swiss. The fact that he bought oddies of souvenirs, most of which will find their way to the attic, is no reflection on the Swiss, for the GI has purchased much more of the same in other countries. As for watches, the finest precision watches in the world are made in Switzerland; unfortunately few GI's had enough money to buy the best. The most inexpensive Swiss watch may be okay, but some of them certainly have a habit of stopping just as inexpensive watches do in any country. And the merchants weren't too close together on prices. By and large the American gets better and fairer treatment in Switzerland than in his own country and certainly better than in most other countries. Switzerland is a charming, beautiful and well-run country. If it is also a refuge from various parts of the world, there should be no harm in saying so.

## Obituary

### Evan E. Young

Evan E. Young, 67, who resigned as operational vice president of Pan American Airways last August, died January 13 in Albany, N. Y. He was a U. S. diplomat for 25 years, serving as minister to the Dominican Republic and Bolivia prior to joining Pan American in 1930. He was a director of the airline at the time of his death.

### Charles E. Price

Charles E. Price, 48, chief test pilot for the Culver Aircraft Co., was killed in the crash of a new experimental plane near Wichita, Kans., January 13. Howard R. Byrns, 33, chief of Culver's experimental department, was critically injured in the same accident.

## TOMORROW'S AIRLINERS, AIRWAYS AND AIRPORTS. By S. E. Venie. The Pilot Press Ltd., London. 1945. 337 pages.

Without wild prophecies or controversial statements this new book from England attempts with success to point out the directions airliner development will take in the near future, the coming pattern of the airways of the world, trends in airport plans, and types of jobs for those who plan to enter aviation. The first section, comprising half the book is a non-technical excursion into the science of aeronautics and problems of design for the purpose of indicating the scientific factors which will play a part in fashioning airliners of tomorrow. The section on the future of the airways is equally factual and reasonable, and based on current evidence. The probable course of immediate problems such as freedom of the air, subsidies, ownership, costs is discussed. The section on airports takes up new types and new needs. The appendix contains a chronological history of Imperial Airways, British Airways, and B.O.A.C.

## AVIATION NEURO-PSYCHIATRY, by R. N. Ironside and I. R. C. Batchelor. Williams & Wilkins Co., Baltimore, Md. 167 pp. \$3.00.

A practical guide to a new but important phase of aviation medicine. The authors, both of whom did neuro-psychiatric work with the RAF, have tried to present especially the environmental conditions in which air crews work and the demands made by the various air crew duties on the individual. The various neuro-psychiatric disorders common to pilots and crews are discussed briefly, followed by case histories.

## THE ROLE OF THE STATES IN POSTWAR AVIATION. By Patricia L. Waterman. Bureau of Public Administration, University of California, Berkeley, California. 58 pp. Mimeographed. \$50.

A concise review prepared at the request of California legislators. The need for regulation at federal, state and local levels is presented as well as the existing and recommended state legislation and the proposals for federal aid to airports. Study is thoroughly documented and has a good bibliography. Tables are given comparing the status in the various states of aviation agencies, their powers, licensing requirements and sources of funds.

Standard Oil Co. of New Jersey, New York 20, has issued a 30-page illustrated booklet "Community Airports and Airports." It is intended as an outline to follow in the establishment of facilities for the private flyer.

"The Chicago Aviation Agreements: An approach to World Policy," by Don Cook of the New York Herald Tribune is a report and appraisal of the International Civil Aviation Conference held in Chicago, November and December, 1944. This 39-page pamphlet is No. 406 of the "Economic Survey Series" of the American Enterprise Association, New York and Washington—a non-profit, non-partisan educational body.

Bell & Howell Co. has issued a new 30-page booklet "The Motion Picture in the Public Conveyance" explaining how motion pictures can be installed in aircraft and other public vehicles.

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Never before in the history of flying have so many American men and women been trained to build, fly and maintain aircraft. Even discounting those who will move to other occupations during the reconversion period, we have manpower to remain secure in the air, both from a military and a commercial standpoint.

However, other nations also have great air fleets and trained personnel. The question of who will carry the world's air commerce is likely to be the subject of international bargaining for many years to come. The nation which consistently produces planes that can be operated at a lower cost will have an "edge" in such bargaining.

In developing post-war commercial aircraft, American manufacturers will enjoy one important advantage over foreign competition. The United States today can produce more high-

octane gasoline than any other nation. We have the crude oil, the refining capacity, and facilities for producing large quantities of Ethyl antiknock fluid. Commercial quantities of better-than-100-octane gasoline could readily be produced.

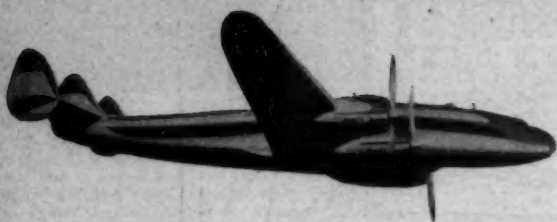
By developing engines to fully utilize this superior gasoline, American aviation people can give U.S. commercial planes superior performance and economy . . . important factors in the final determination of who shall eventually have the upper hand in peaceful competition.

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THE NEW AIRLINE STANDARD

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Look to Lockheed for Leadership  Years Ahead in the Science of Flight

Lockheed Aircraft Corporation, Burbank, California, U.S.A.



# Trend of

(As compiled and edited by Clifford Guest,

**AIA Budget Remains Strong:** The Aircraft Industries Association, which is in the best condition the manufacturers' trade body has ever been in, won't have its budget trimmed as sharply as had been feared. It spent about \$680,000 last year—many expenses being connected with the war—and probably will have about \$550,000 for 1946 subject to alterations and modifications. The old problem of military versus personal plane manufacturers may come up again in connection with policy and membership, the military manufacturers believing, as they always have, that they have little if anything in common with the small plane companies. The latter group may again be invited to form their own association—but the result may well end up with the whole family remaining together. It always has ended up that way so far.

**Flying Wing Speed Record:** When and if the U. S. breaks the airplane speed record of 606 mph now held by the British, it may be done with the single-place Northrop jet-powered flying wing. The prototype is said to have reached 625 mph before it crashed when controls apparently jammed. It passed up a Lockheed P-80 Shooting Star with ease. Another "wing" is being completed.

**Strikes and Airplane Production:** Early indications in the aircraft industry were that deliveries of transport planes to the airlines would not be slowed up by the steel and other strikes, unless they are prolonged indefinitely. While there is some direct buying of aircraft steel, principal delays were expected to be indirect through vendors furnishing such items as fire walls, engine parts and accessories.

The General Electric strike is causing delay on North American Aviation's Navy jet project by holding up jet engines. GE was reported to have advised North American that it probably will be 60 days after settlement of the strike before an engine can be delivered.

Lockheed Aircraft Corp. was away out in front in the labor difficulty picture when the Wage Stabilization Board on Jan. 16 approved a 15% wage increase for its 28,000 employees at Burbank, all members of independent unions. The company agreed to pay the wage rise without price increases on 80% of production. The Stabilization Board approved a Lockheed request for price relief on the remaining 20% of production comprising cost-plus-fixed-fee Government contracts on which it may add the amount of wage increases to the cost. The Glenn L. Martin Co. faced difficulties last fortnight when 4,000 employees voted to strike in 30 days for a 30% wage increase and settlement of local grievances.

**International Slants:** Brig. Gen. A. C. Critchley, director-general of British Overseas Airways Corp., definitely will leave the airline March 31 with its reorganization into three regional companies to comply with the new government policy . . . His position will remain vacant, Lord Knollys remaining as chairman . . . Transatlantic airline pilots are very flattering in their praise of the Irish Air Control and airport operation . . . The Irish seem to have caught on fast and are doing an excellent job satisfactorily to all countries using their facilities . . . Lt. Gen. Harold George, commanding general of the ATC, writes in the Army-Navy Journal for Jan. 19, that the AAF will retain "a small but efficient Air Transport Command" within its own structure, and cites necessity for quick operation among far flung bases . . .



# The News

Managing Editor, American Aviation Daily)

**Where's Idlewild?** Not so long ago everybody was jumping down England's throat because its proposed international airport at Heathrow, near London, was going to be so far behind the parade. Look at Idlewild, they said. Yes, look at Idlewild. Where is it? Work is still being done on it, but experts say it will be five years before it can be in complete full operating condition and in the meantime the filled ground is settling as bad as (or worse than) it did at LaGuardia. Which poses a question: which is better, a number of smaller good airports around a city which can be built expeditiously or one goliath which, regardless of how many runways are laid down, is still only a two-track railway station under instrument conditions and not a Grand Central Terminal. Meantime, we hear, Heathrow will have a landing strip available before long.

**Progressive Program Needed?** Few enterprises in aviation have been more singularly successful than the Institute of the Aeronautical Sciences which shrewd Lester Gardner has carefully nurtured and developed through the years. Now in its new home in New York and in a rich financial condition, various aviation old-timers have started to wonder if the Institute should not now embark on some forward-looking and constructive uses for the funds it has accrued. Scholarships, research studies and a hundred and one other ideas might be developed which would strengthen the Institute's position and make it an even greater credit to the aviation world which built it up.

**United's Close Choice:** So close was United Air Lines' decision on its order for new twin-engine planes that United's publicity department sent out two "hold for release" stories to its representatives out on the line—one reading that the company had placed its order with Glenn L. Martin Co. and the other one reading that Consolidated-Vultee's medium transport was the airplane chosen. When the wire release came, Martin was the winner. (Page 39)

**Planes and People:** The quick switch of Ronald Askew as export sales manager of Douglas to become export sales manager of Lockheed caused no end of West Coast discussion, especially in view of Askew's thorough coverage of the world for Douglas during the war . . . North American Aviation's building of two personal airplanes doesn't mean the company is going into the small plane field . . . Betting is 99 to 1 against it . . . Planes were built experimentally to satisfy corporation enthusiasts . . . Production costs and relatively limited market for these particular types confirm company policy to stick to military work . . . North American now has a production contract for the P-82 Twin Mustang, but the number has not been disclosed by the Army . . . Douglas recently made its first delivery on its \$100,000,000 worth of orders for postwar four-engine commercial planes—a DC-4 which went to Western Air Lines . . . Douglas is reported to have orders for 60 DC-4s—largest order being 13 for the French airline . . . The recent slight heart attack suffered by Gen. H. H. Arnold while in Lima, Peru, on a tour of South American countries, has been a source of worry to his friends who think he should slow down on strenuous activities . . . TWA will fly the four American Roman Catholic archbishops who have been designated for elevation to the Sacred College of Cardinals to Rome on Feb. 10 and 11 for ceremonies at the Vatican . . . There has been much interest in a Jan. 11 Gallup Poll report showing that 46% of the people interviewed would prefer going by plane, assuming they wanted to take a 1,000-mile trip, had the money, and the cost was the same as by train . . . In the 21-39 age group, 68% preferred planes, in the 30-49 group, 49%, and 50 and over, 32%. Preference was evenly divided among men, and 43% of the women expressed a preference for airplanes.

Aerial view of Tulsa, (Okla.) Municipal Airport. The concrete pavement has a total area of more than 1,230,000 sq. yd., the longest runway being 7,000 ft. All runways are 150 ft. wide and are 8'-6"-8", 9'-6"-9" and 10½"-7"-10½" in cross section.



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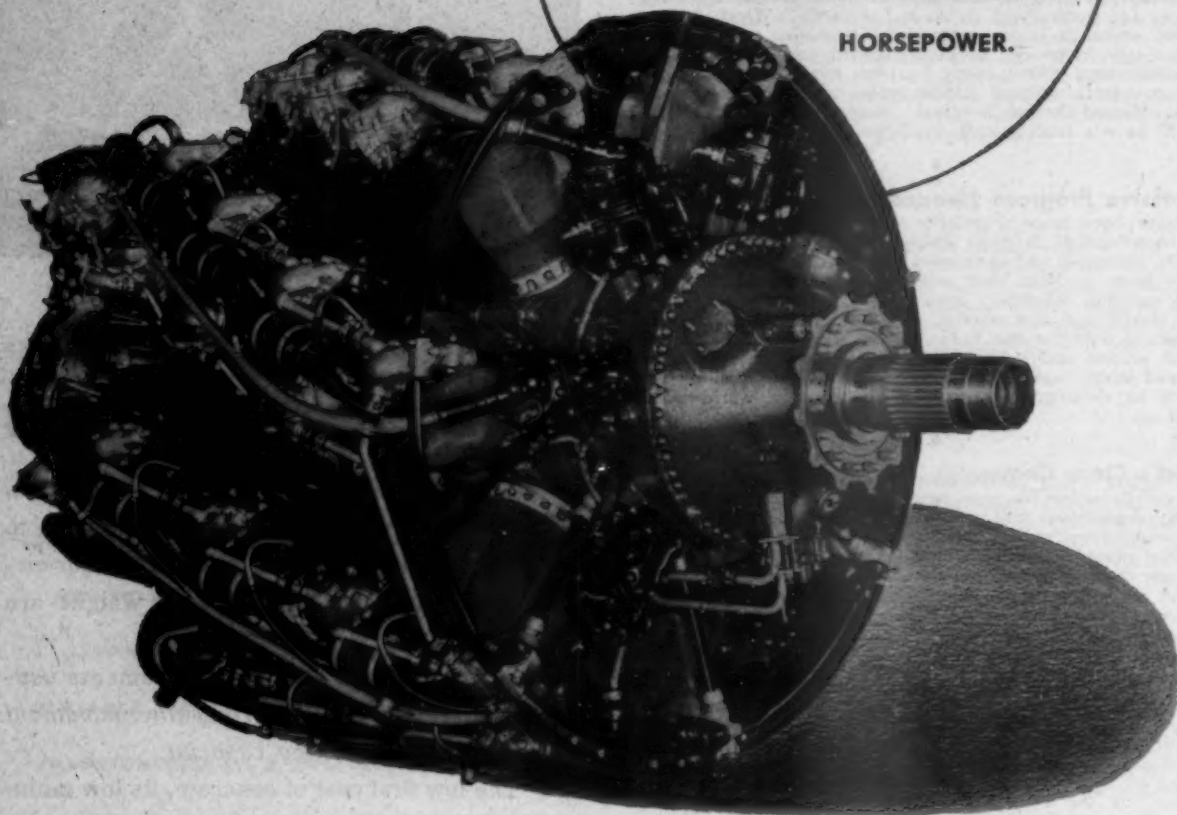
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# American Aviation

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This Issue

## May Consolidate Transport Agencies

Budget Bureau Considering Move Which Would Place  
CAB, CAA Under Single Transportation Department

By GERARD B. DOBBER

A SWEEPING move to consolidate all transportation agencies of the government into a Department of Transportation is under consideration in the Bureau of the Budget. AMERICAN AVIATION has learned through Congressional sources.

Transportation experts in the Budget Bureau have completed preliminary studies of the overall needs of transportation and prepared the first draft of a report, which if finally approved, would recommend to the President a new cabinet post to take over such existing regulatory agencies as the Civil Aeronautics Board, the Civil Aeronautics Administration, the Interstate Commerce Commission and the U. S. Maritime Commission. If these recommendations are finally sent to the White House and win his support, it is expected that President Truman would recommend the plan to Congress and ask for legislation to implement the proposed changes. Under prohibitions in the Reorganization Act, recently passed by Congress, the President cannot reorganize the Interstate Commerce Commission. Even if he had such authority, legislation would be required to create a new cabinet post.

The thinking behind such a move is said to be the need for a long range plan for the coordination of transportation policy under one agency of the government. As the first draft of the report is written, the plan envisages a 10 year over-all policy with reference to future expansion and contraction of all transportation services.

### Would Transfer CAB, CAA

Recommendations as written, it is understood, provide that CAB and CAA, largely as units, would be transferred to the new Department and generally speaking exercise their present functions within whatever overall policy pattern that may be agreed upon. Similarly other transportation agencies would become new divisions or bureaus in the Department of Transportation.

The possible creation of the new Department ties in with some of the moves that recently have been made on Capitol Hill. There are resolutions pending in both the Senate and the House which would authorize an overall investigation of this country's transportation system with the idea of determining what legislation may be necessary to bring about greater coordination, possibly integration, of all transportation services. The House Interstate and Foreign Commerce committee is today engaged in analyzing the responses to some 12,000 questionnaires which were sent out in connection with the proposed overall study of transportation envisaged in a resolution introduced

by Rep. Clarence F. Lea (D., Calif.) chairman of the committee. The resolution is before the Rules Committee of the House.

That Budget Bureau officials, assisting the President in his the State of the Union and Budget message to Congress, may have been thinking in terms of the need for one over-all transportation agency is indicated in these words from his statement on the subject of transportation:

"Federal aids, subsidies, and regulatory controls for transportation should follow the general principle of benefiting the national economy as a whole. They should seek to improve the transportation system and increase its efficiency with lower rates and superior service. Differential treatment which benefits one type of transportation to the detriment of another should be avoided save when it is demonstrated clearly to be in the public interest."

There is some thinking among top airline executives that the future of aviation and transportation as a whole might be better served if it were consolidated under a new agency which would deal with transportation as a whole. These men feel that coordination is necessary in the public interest. But they shy away from the thought of integration of transportation as is being advanced in certain railroad circles, particularly by the Transport Association of America which has been labeled by a Senate committee as a "Railroad Front." The plan presently being considered by the Budget Bureau is believed to oppose integration.

There are other airline leaders who feel that aviation would suffer in any single agency set-up because the powerful railroad and shipping interests, deeply entrenched in the basic economy of the country, could be expected to dominate the smaller air transport industry.

Airline leaders are agreed however that if a single agency is established, a new Department of Transportation would be much preferred to the much discussed possibility of CAB and CAA being placed under the wing of the railroad-dominated Interstate Commerce Commission.

The Budget Bureau plan envisaged in the creation of a new Department of Transportation is one of the most far-reaching programs that has ever hit the transportation industry and one that will require extended hearings and debate if it ever reaches Capitol Hill.

Reorganization of executive branches of the government is definitely underway as a part of the authority granted under the Reorganization Act and the Budget Bureau study on the needs of transportation is but a part of the overall which will see some highly important shifts in the independent agencies of the Federal set-up.



Clarence M. Young

### Truman Nominates Clarence Young to Fill CAB Vacancy

Clarence M. Young, of San Francisco, widely known in aviation circles and a former director of the Bureau of Air Commerce in the Department of Commerce, was nominated Jan. 22 by President Truman for membership on the Civil Aeronautics Board to fill the vacancy caused by the resignation of Vice Chairman Edward P. Warner. Young's name had been rumored in connection with this post.

The post has been vacant since Sept. 20 when Warner resigned to become President of PICAQ with offices in Montreal. While several other candidates were considered for the post, many of them politicians without a background experience in aviation, it was learned last month that President Truman had decided to pick a man of outstanding ability and experience for the position. It is believed that the importance of picking a qualified man for the job was impressed on the President by L. Welch Pogue, chairman of CAB, who has made known his plans to resign from the Board.

Col. Young resigned as head of Pan American Airways' Pacific Division late last year. No statement of the reasons for his resignation were given.

Young became director of the Bureau of Aeronautics, Department of Commerce in 1926 and served in that capacity until 1929 when he was made Assistant Secretary of Commerce for Aeronautics, a position he held until 1933.



# Reduction of Both Foreign, Domestic Postage Foreseen

## Results of Extensive P. O. Studies Revealed

THERE WERE definite indications last month that steps may be taken to reduce both foreign and domestic air mail postage rates.

As the Post Office Department and the air transport industry met to discuss mutual problems, the Air Transport Association stated that the airlines would support legislation to reduce the domestic rate to 5c an ounce, and indications were that the Post Office was willing to do likewise. The rate, now 8c as a wartime measure, is due to return to 6c six months after the official end of the war.

Also revealed for the first time at the meeting were the results of extensive PO studies on air mail, with figures showing that all non-local first-class mail can be carried by air at a 3c postage rate without the PO's expenditures from that class of mail exceeding the revenues. If this mail had gone by air in fiscal year 1944, the PO would have required seven times as much plane space as it did handling only air mail.

Surprisingly enough, if all first-class mail had gone by air, the railroads would have lost only a relatively small percentage of their revenue from the PO, because studies showed that the bulk of this revenue comes from other than first-class mail.

Foreign air mail rates, PO studies showed, can be cut from 50% to 70%, dropping to the point where they will range from 8c to 30c per half ounce. Some rates now go as high as 70c.

### Sullivan Calls Meet

The PO-industry meeting was called by Second Assistant Postmaster General Gael Sullivan, who has taken an active interest in aviation matters. It was called not as a policy meeting but as a "study conference." Actually it turned out that the PO did most of the talking, and the general feeling was that there were too many speeches, but the industry nevertheless applauded the PO's new interest in air mail. For too long the PO, handicapped by an apparent do-nothing policy in the Second Assistant's office, has done no talking about air mail, and the industry was content to let it do most of the talking at this meeting. All in all, industry observers were more than satisfied with the PO's new "open door" policy.

Presentation of industry views was made at the conference by Robert Ramspeck, new executive vice president of ATA. Ramspeck asserted that the airlines feel that the air mail postage rate should be reduced gradually until the difference between it and first-class postage disappears.

He indicated that the industry was prepared to support legislation reducing domestic air mail postage to 5c an ounce, and suggested that the PO do likewise.

The airlines, Ramspeck said, support "in principle" the idea of air parcel post but believe that many problems remain to be solved. The question of what priority

such mail would get in relation to other mail is probably the most important problem, followed closely by the question of rates, he said.

An air mail post card, which has been proposed from time to time, is something that the industry would like to explore, Ramspeck said. The airlines, he explained, are not sure they favor the post card idea and need time to study it. He did not believe they would favor it if heavy subsidies were involved.

### Detailed Studies

The PO studies, prepared by Inspector G. E. Miller, were in great detail, even down to the number of distributing offices and concentration centers that would be needed if all non-local first-class mail went by air. Miller's studies were based on fiscal 1944 figures and also on cost ascertainment allocations. His presentation was in the form of a study; he did not make recommendations.

If all non-local first-class mail were carried by air at a 3c rate, and no new PO employees were added to make up for overtime worked during the war, the PO would have an overall annual loss of \$121,000,000, Miller said. By itself, however, and excluding other PO revenues and expenses, this first-class mail would show an \$82,000,000 profit.

On the same basis, if a 3c rate were used, but if new employees were added, the overall PO loss would be \$185,000,000, with just the first-class mail by itself showing a \$57,000,000 profit.

At a 4c rate for all non-local first-class mail, with no new employees, the PO as a whole would show a \$17,000,000 yearly profit, with this mail alone showing a \$220,000,000 profit. On the same basis, with new employees in lieu of overtime, the PO would have a yearly loss of \$68,000,000 with the mail alone being \$174,000,000 in the black.

If air mail alone were reduced to 5c an ounce, and first-class mail continued by surface means, the PO would be \$96,000,000 in the red, but the air mail would show a \$10,000,000 profit. This is on the assumption that new employees would be added.

The somewhat incongruous situation of having all first-class mail by air show a profit while the PO as a whole showed a loss confused some observers. First-class mail, however, has always showed a profit and has enabled the PO to offset losses from second, third and fourth-class matter. Putting all first-class mail into the air would cut somewhat the profit in that class, and to the extent that the profit was smaller, would leave more of the losses from the other classes "uncovered." By leaving these losses uncovered, the PO as a whole would swing from the black into the red. By itself, however, first-class mail can be carried by air for 3c without the expenses therefrom exceeding the revenues.

In fiscal 1944, the railroads received \$140.4 million for carrying mail, while the airlines got \$19.5 million plus \$9 million for foreign air mail. If all first-class mail

## Aviation Calendar

Feb. 12—IATA European Traffic Conference, Paris.

Feb. 21—IATA Middle East Traffic Conference, Cairo.

Feb. 21—Sarasota Air Show, Lowe Field, Sarasota, Fla.

Feb. 22-23—Joint Air Defense Conference, sponsored by Joint Airport Users' organization of NAA, Mayflower Hotel, Washington, D. C.

Feb. 26-28—ATA Engineering and Maintenance Conference, Detroit.

March 1-5—Pan American Aircraft Exposition, Dallas, auspices Chamber of Commerce.

March 4—North Atlantic Regional Conference of PICAQ, Dublin, Ireland.

March 4—SAE German Engineering Evaluation Meeting, Rackham Educational Memorial, Detroit.

March 8-16—Southwestern Aviation Exposition, Ft. Worth, Tex.

March 11-12—Joint Air Transport Users Conference, Statler Hotel, Washington, D. C.

March 12-18—Second Northwest Annual Air Show, Minneapolis, NAA sponsored.

March 14-16—Second annual Helicopter Forum, Philadelphia, sponsored by American Helicopter Society.

April 3-5—SAE National Aeronautic Spring Meeting, Hotel New Yorker, New York.

April 8—European Regional Conference, PICAQ, Paris.

April 8-10—Aero Medical Association of U. S., annual meeting, Edgewater Beach Hotel, Chicago.

July 19-20—NAA National Convention, Omaha, Neb.

Aug. 22-24—SAE National West Coast Transportation & Maintenance Meeting, New Washington Hotel, Seattle.

Oct. 3-5—SAE National Aeronautic (Fall) Meeting and Aircraft Engineering Display, Biltmore Hotel, Los Angeles.

Oct. 14-17—National Aviation Clinic, Oklahoma City.

Oct. 16-17—SAE National Transportation & Maintenance Meeting, Hotel Knickerbocker, Chicago.

Nov. 7-8—SAE National Fuels & Lubricants Meeting, Mayo Hotel, Tulsa, Okla.

Dec. 2-4—SAE National Air Transport Engineering Meeting, Edgewater Beach Hotel, Chicago.

had gone by air, the railroads would have dropped only \$9.4 million to \$121 million, while the airlines would have increased to \$117 million (\$76.4 million for first-class, \$33.9 for penalty and franked mail and \$6.7 million for foreign air mail).

If all first-class mail traveling more than 300 miles had gone by air in fiscal 1944, the PO would have required seven times as much plane space as it did for handling only air mail. There were 34,000,000 lbs. of air mail in that year and 218,000,000 lbs. of first-class mail over 300 miles.

Revenues from non-local first-class mail in that year were \$1.12 a lb., against expenses of 80c. Air mail returned to the PO \$2.12 a lb. against expenses of \$1.42. If non-local first-class mail and air mail had been carried at 3c an ounce, it is estimated that revenue would have been \$1.12 against 95c expenses.

Miller has estimated that if all first-class mail went by air, there would be need for 39 distributing offices in the U. S., employing 7,047 persons. There would also be need for 174 concentration centers.

# Directors Approve Arinc Plan To Operate VHF Radio Stations

## Stockholders Vote to Boost Company's Capital Stock

By SYDNEY CARTER

A PROPOSAL for the consolidated operation by Aeronautical Radio, Inc. of 52 high frequency radio stations to serve all domestic aviation, and plans for the taking over by Arinc of the capital stock and management of the Airborne Instrument Laboratory at Mineola, N. Y., were presented to the stockholders of Arinc last fortnight at their annual meeting in Miami. Both projects were passed on to the directors with favorable recommendations for immediate action.

The stockholders further voted to amend the by-laws to increase the authorized capital of the airline-owned non-profit corporation from 10,000 to 100,000 shares of \$10 par value stock, giving it an authorized capitalization of \$1,000,000. The question of when and how much of this stock will be issued to finance the vastly increased number of critical projects now being handled by Arinc was left for decision by the directors.

### Other Subjects

Other subjects discussed at the meeting which ranks as the most important in Arinc's history were a decision made by the directors at their last meeting modifying equipment policy for airborne equipment according to general types of aircraft so that Arinc will now establish space, antenna and weight requirement standards by type, but will not attempt complete standardization due to the difficulty in obtaining complete agreement among the airlines; the establishment of regional operations offices in Los Angeles, Chicago and New York to take part of the load off Washington headquarters and the individual airlines, and to stay on top of such developments as new administration buildings, intercommunication and wire systems and the consolidation of transmitter and receiver sites; and the possibility of using the Arinc purchasing department not only to procure needed equipment, but to dispose of unusable equipment the airlines were acquiring with surplus aircraft.

The stockholders also heard a report by T. V. Dowling, vice-president and general manager of Aeronautical Radio de Mexico, on that organization, and were told by D. W. Rentzel, president of

Arinc, of the possibility of forming similar organizations in Brazil and other foreign countries, possibly in connection with the disposal of the Army Air Communications Service.

The 52 HF station consolidation program was presented to the stockholders by Rentzel as a workable solution to the increasingly critical shortage of radio spectrum space for aviation use in the HF range. He explained that the absolute maximum domestic aviation could expect in the HF bands would be 16 families each comprising a 3, a 5 and an 8 megacycle frequency assigned to 16 basic routes as follows:

1) New York-Miami; 2) New York-New Orleans; 3) Chicago-Miami; 4) Chicago-New Orleans; 5) Chicago-Brownsville; 6) Seattle-Los Angeles; 7) New York-Chicago; 8) Chicago-San Francisco; 9) New York-Kansas City; 10) Kansas City-Los Angeles; 11) New York-Dallas; 12) Dallas-Los Angeles; 13) New York-Minneapolis; 14) Minneapolis-Seattle; 15) Halifax-Toronto and 16) Toronto-Vancouver.

Pointing out that even if this maximum of 16 groups is made available, it will be impossible to assign high frequencies to individual airlines as has been done in the past, Rentzel told the stockholders that there were only three possible ways of operating the HF system on a shared basis. These would be:

1) For each airline to operate its own ground stations on the frequencies available along the routes over which its aircraft fly, which would mean duplication of stations and duplication of frequencies in the same areas and at the same points without resulting difficulty of controlling interference by one station with another and priority use 2) For each airline to operate its individual ground stations on the frequencies available with communication allocated on a time basis, which while affording partial control of interference provided everyone adhered strictly to the time allocations, would not make communications available at other than specified, predetermined intervals; and 3) For a single non-partisan agency to provide communications purely on the basis of priority or the urgency of the need for communication.

### Ground Station Plan

Rentzel then presented a plan prepared by Arinc engineers for the operation by that organization of HF ground stations on shared channels. In order to utilize a limited number of channels most effectively, he said, it was necessary that operation be confined to the minimum necessary number of ground stations, and that 52 locations had been tentatively selected in the United States. The choice of locations, he stated, was

### Editorial Sideline

In his recent series of dispatches from Europe, Wayne W. Parrish, editor of AMERICAN AVIATION, singled out from time to time ATC personnel who impressed him as being particularly efficient. Two of these personalities have landed jobs with American Overseas Airlines as a result of this editorial comment, the airline reports. Sgt. Joseph Duffy, formerly flight clerk on ATC's Azores-Paris run, is now an AOA flight purser. Miss Bobbie Lindblom, formerly assistant to Col. Maurice Marra, commanding officer for ATC in Stockholm, has gone to work in AOA's Stockholm office.

a compromise between even geographical distribution and communications load requirements as dictated by route concentration, and he pointed out further that the locations selected were purely tentative and subject to such relocation as may be indicated by further study.

Under the Arinc plan it is further proposed that Arinc set up and operate a ground station at each of these points operating on all frequencies assigned to routes on which the particular point is located. As an interim measure the actual operation would probably be contracted, Rentzel said, to appropriate airlines until sufficient stations had been established to justify expanding the Arinc staff to properly administer the program. Even during this interim period, however Arinc would be wholly responsible for satisfactory and impartial service to all airlines.

In answer to questions raised by some of the stockholders, it was further pointed out that the consolidation proposal was predicated on the assumption that the individual airlines will go ahead with the development of VHF facilities to handle up to 85 percent of the total communications load, and that the consolidated stations would handle only such part of the load as long range point to point and similar types which could not as yet be handled satisfactorily by VHF.

The Arinc proposal pointed out that there are now 198 transmitters operating at the 52 proposed locations, of which 78 have a power output of 2.5 kw or more. It estimated that only 129 transmitters would be required under the consolidated program, and that 26 additional transmitters of 2.5 kw or more would be available at locations other than the 52 selected points, so that only 26 new transmitters would have to be purchased to put the whole system on



**Navy's Newest Dive-Torpedo Bomber**— Pictured here is the Martin Mauler, new Navy dive-torpedo bomber designed for operation off aircraft carriers of the Midway class. Designated the BTM, the Mauler was designed and built by the Glenn L. Martin Co. It is powered with a 3000 hp Pratt & Whitney Major engine. Photo at left shows the aircraft onflight, and at right is the Mauler on the ground with dive-brakes open. The plane has a top speed of over 350 mph, and is built to withstand vertical dives of more than 500 mph.



a 25 kw or more basis if this were deemed necessary or advisable.

Finally, Rentzel said, that in addition to other considerations, an analysis of estimated operating costs including all the people deemed necessary by the airlines and rather generous wire service installation and operating costs indicated an annual reduction in operating expense of a quarter of a million dollars, with a possibility that as much as half a million a year can be saved.

Sharing importance with the consolidation program was the proposed acquisition and management by Arinc of the Airborne Instrument Laboratory as recommended by the Operations Committee of the Air Transport Association.

AIL, Rentzel told the stockholders, is primarily a place to work on the development of instrumentation, traffic systems, approach lighting, elimination of antenna and similar projects to meet the future needs of aviation, and is concerned more with future developments and research than with solving day to day problems. It was established by the government as part of the Office of Scientific Research and Development program, and is today the only important outside electronics laboratory in which the Army and Navy are interested, they having recently moved in projects from the Radionics Lab and other research organizations.

During the war AIL was operated by Columbia University, and last summer its operation was taken over by American Airlines on an interim basis, at the request of the Navy, a separate corporation being set up by American for this purpose.

Reporting to the Arinc's stockholders on American's operation, R. E. S. Deichler, executive assistant to C. R. Smith, reported that American had taken over AIL on Sept. 1 and organized it in two weeks, after which the operation took very little of American's time. He said that physical equipment of the lab was good and that the cost of administering the various projects was far less than figured originally. Books, he said, were set up so that all costs can be charged against projects individually. Projects handled during the period of American's operation, he added, had all been for the Army and Navy with the exception of

one project of its own on which American had been working.

Arinc's function in taking over the facility, Rentzel explained, would be to provide management for the laboratory and a working fund for its operation. This fund, set at \$150,000, would be a non-recurable assessment on Arinc and could gradually be retired by the fees Arinc received for managing the various projects unless the directors chose to invest such fees in projects of Arinc's own institution.

In general projects would be instituted by the Army, Navy and Air Transport Association, and would be paid for in full by the instituting party. Rentzel pointed out that it would further be possible for individual airlines to introduce projects if they were willing to pay for them. Priority of the various projects would be determined by Arinc—actually by the directors of AIL, and Rentzel pointed out that most of the projects undertaken would be of common interest to groups involved. He added that AIL will not manufacture anything but pilot models, and could actually be of service to the manufacturers by providing definite specifications of what the airlines want.

## Stockholders Re-Elect Rentzel To Head Arinc

D. W. Rentzel of Aeronautical Radio, Inc. was re-elected president of the organization at a directors' meeting following the annual stockholders meeting in Miami last fortnight. G. A. O'Reilly was renamed vice president and general manager and elected to the additional post of secretary. F. C. Dyer, formerly with Braniff Airways and now on the Arinc headquarters staff, was elected vice president-operations and engineering. R. O. Smith, superintendent of maintenance, Pennsylvania-Central Airlines, was named vice president, and Lester Davis, assistant comptroller, United Air Lines, treasurer.

### Slattery Back at CAB Post

Edward Slattery has resumed his duties as chief of public information for CAB after spending more than a year in a Washington hospital.

## Cash On the Line

Purchasers of surplus aircraft left over from World War II are largely putting cash on the line when they buy, RFC reports. By the middle of December, plane sales by the RFC reached \$28,150,000, and of this total, only \$1,800,000 represented deferred payment sales. The RFC also is recovering almost half of the original cost price in the sales of surplus aircraft components and parts. As of the same date, \$3,529,404.88 had been realized from the sale of items which originally cost the Government \$7,496,202. Of the total, sales from the Washington office accounted for \$3,405,784 while sales by agents accounted for an additional \$464,701.

## President Expected To Put SPA Under War Assets Corp.

President Truman was expected to announce sometime before Feb. 1 the issuance of an executive order by which the War Assets Corp. will take over the duties of the Surplus Property Administration in a move designed to consolidate policy and disposal of surplus government property, including aircraft, in one agency, under one head.

Such a merger, it has been explained, would make possible the consolidation of practically all of the disposal duties formerly handled by several branches of the government. When the War Assets Corp. took over the disposal functions of the Reconstruction Finance Corp. Jan. 15, approximately 90% of the disposal functions came under the jurisdiction of the newly created agency.

Lt. Gen. E. B. Gregory, chief of the Army Quartermaster Corps and new chairman of the Board of Directors of WAC, will, in all probability, take over the combined duties of both WAC and the Surplus Property Administration whose head, W. Stuart Symington resigned recently to accept the post of Assistant Secretary of War-Air, succeeding Robert Lovett.

Coincident with these prospective changes, SPA has announced the resignation of Harper Woodward, Deputy Administrator-Aviation, who will return to his duties as a member of the law firm of Spence, Hotchkiss, Parker and Duryee, of New York. He will be succeeded by Commander Harold Sherburne, on loan from the Navy with SPA. Commander Sherburne was formerly assistant to Col. William Harding when the latter was connected with surplus disposal activities. Sherburne has had three years of aviation duty with the Navy, including an assignment in the office of the Assistant Secretary of the Navy.

As this was written, the mechanics for the proposed merger had not been worked out. One government source said that War Assets, a subsidiary of RFC, might have to be divorced from RFC. The President is expected to use his powers under the Reorganization Act recently passed by Congress or make the transfer under the War Powers Act.



### Presides at Air Power League Dinner—

Lawrence Bell, president of Bell Aircraft Corp. and a member of the board of directors of the Air Power League, is shown in the role of toastmaster at a recent League dinner in Washington, D. C., honoring the wing commanders of the Civil Air Patrol. Seated at the speakers' table are, left to right—Maj. Gen. William E. Hall, Deputy, Assistant Chief Air Staff, Personnel; Maj. Gen. Fred Anderson, Assistant Chief Air Staff, Personnel; Gen. Carl Spaatz; and Maj. Gen. E. R. Quessa, Assistant Chief Air Staff, Intelligence.



# Two Carriers Sign Interim Wage Agreements With Pilots

## Negotiations Permit Flying Of Four-Engine Equipment

**I**NTERIM AGREEMENTS between two airlines and their pilots involving wage contracts for the flying of four-engined equipment were entered into during the last fortnight to make possible the early inauguration of international air transportation by TWA and use of Douglas DC-4's on PCA's route from Chicago to Norfolk, via Washington.

While negotiations involving final contracts for operating four-engine equipment are now under the jurisdiction of the National Mediation Board and the issue of whether the pilots, through the Air Line Pilots Association, shall be required to deal with the newly appointed Airlines Negotiating committee, is still unsettled, action of the pilots in accepting assignments to fly four-engine equipment broke a deadlock in negotiations that has existed since last August in the case of the TWA. Under the interim agreement the pilots will receive the prevailing rate of pay now in effect for flying four engine planes and receive retroactively the benefits from any higher rate which may come out of the National Mediation Board negotiations.

Failure to reach an agreement with its pilots prevented TWA from inaugurating its international route operations on Dec. 20 as was originally planned. When pilots failed to bid for routes in line with procedures provided for in existing contracts, the company then assigned pilots to routes and these assignments were accepted.

After months of negotiations had failed to induce the Air Line Pilots Association to offer specific contract proposals, TWA assigned its case to the Airlines Negotiating Committee, headed by Ralph S. Damon, president of American Airlines. At the same time, TWA submitted to all of its pilots a memorandum covering all of the meetings and discussions that had

taken place between company officials, mediation board representatives and ALPA. Company officials told the pilots that it felt failure of the pilots to bid on international routes was due either to instructions from ALPA or caused by a lack of understanding of the company's position.

Soon after the newly appointed committee met with ALPA in Chicago, TWA pilots accepted assignments to international routes and thus the deadlock over wages which kept TWA's Lockheed Constellations and DC-4 planes grounded, was broken, although the real issues as to pilot pay remain to be settled. If settlement cannot be reached through mediation, the case probably will go to arbitration.

The TWA memorandum states that negotiations on pay scales for operation of four-engine equipment began Aug. 14 when the carrier wrote ALPA of its desire to open negotiations. After a series of meetings, conferences and exchange of telegrams and letters, ALPA, the memorandum states, submitted its first proposal for pay scale on Nov. 23, but limited its proposals to DC-4 equipment, omitting any reference to the Lockheed Constellations. On the following day, TWA made a firm offer providing what TWA considered were substantial increases over prevailing rates paid by other airlines in the operation of four-engine equipment.

On Dec. 18, ALPA submitted a revised draft of its proposal for pay and working conditions involving operation of DC-4 equipment. Under this proposal, a senior pilot with eight years of seniority could receive in international operation up to a maximum of \$18,500 a year if he flew the maximum number of hours and miles set forth in the terms of the contract. The proposal included a month's vacation with full pay, sick benefits, payment by the airline for insurance covering international flying up to the total amount



**New ATA Head**—Vice Admiral Emory S. Land has assumed his duties as president of the Air Transport Association, following his resignation as chairman of the U. S. Maritime Commission. Admiral Land will serve as ATA's chief spokesman and policy maker under direction of the board of directors.

which the pilot carried personally, expenses attached to the transfer from one base of operations to another and the usual travel expenses while on company business. Pilots asked insurance coverage because their personal insurance would not be in effect in international operations.

TWA, which is understood to have offered as high as \$15,500 annually for maximum pay of pilots flying four-engine equipment, rejected the pilot's proposal, withdrew its own offer and informed the National Mediation Board that it had assigned its case to the Airlines Negotiating Committee which was formed to represent the following airlines: American, American Overseas, Braniff, Chicago and Southern, Delta, Eastern, National, Northeast, Northwest, PCA, TWA, United and Western. All of these companies are said to have joined the committee because

## Pilot Strike Threat Heard in CAB Salary Conference

Threat of a possible strike of airline pilots was heard in a Civil Aeronautics Board hearing Jan. 17 when the Air Line Pilots Association, represented by Daniel Carmell, appeared in opposition to Board approval of the 13-carrier Airlines Wage Policy Negotiating Committee.

Carmell said that a general strike of airline pilots might result from CAB approval. He contended that Railway Labor Law permitted the pilots to designate whom they would bargain with on wages and working conditions and that the pilots, through ALPA, had decided years ago to deal directly with the individual airline companies.

Stuart G. Tipton, counsel for the Air Transport Association, argued the case for the individual airlines, contending that the agreement was not adverse to the public interest. Tipton further asserted opposition by ALPA to the collective bargaining committee of the airlines was a clear violation of a provision of the Railway Labor Act which stated that representatives of both management and labor "shall be designated by the respective parties without interference, influence or coercion by either party over the designation of the other."

When outbursts of laughter greeted what Acting Chairman Harilee Branch termed some "humorous remarks" by Carmell the ALPA counsel referred to his audience, largely airline representatives and newspapermen as "asinine fools." At another time when Carmell apparently mistook a muffled laugh for a hiss, he said he detected hissing behind him and referred to the presence of snakes.

Representatives of the Labor and Justice Departments said they could not take any position in the current proceedings. A representative of the National Mediation Board said collective bargaining committees on the part of management were fairly common in management-labor disputes but refused to take a position, saying his office desired to maintain a neutral position as it has been called in to mediate the present controversy between airlines and their pilots on the question of wages and working conditions involving operation of four-engine aircraft.

operation of four-engine equipment represented a common problem.

The TWA memorandum contains a letter dated Jan. 3, 1946 from David L. Behncke, president of ALPA, in which Behncke states that the delay in the commencement of international operations was due to TWA, not ALPA, that ALPA had offered a Memorandum of Understanding as early as Dec. 2, which in effect was an Interim Agreement whereby TWA could have started international operations. TWA denies this offer was made and questions Behncke's statement as to the dates of the meetings and the identity of the persons who attended the conferences in question.

In its letter to its pilots, TWA infers that it has been made the goat because of its pioneering and foresight in the development of four-engine equipment. The memorandum explains that it offered its pilots the going rates, approximately \$12,000 annually, for operating four-engine planes with the understanding that whatever wage adjustment would be made through later negotiations, the pay would be made retroactive to the start of operations.

At a press conference in Washington Jan. 18, the Airlines Negotiating Committee explained that ALPA's proposal for pay scales was based largely on the 1934 decision No. 83, National Labor Board which takes into consideration three components—base pay, speed of the airplane and miles flown.

# Arinc Opposes Nationalization Of Communications Facilities

## Would Operate International Gateway Stations for Lines

THE AIR transport industry last fortnight moved a step closer to a decision on whether international point-to-point and air-ground-air communications services are to be operated by the airlines themselves through Aeronautical Radio, Inc. or by the Civil Aeronautics Administration.

Arinc proceeded to present testimony to the Federal Communications Commission supporting its application for licenses to establish stations using frequencies now employed by the CAA to handle such service through government operated International Gateway Stations.

The CAA opposed the Arinc application, but requested a delay before presentation of its reasons for wanting to expand into the handling of private company operational communications, and for believing that such functions cannot be better performed by Arinc. The CAA presentation is now scheduled for hearing on Feb. 18.

### Ask Action

In the meantime, and in view of the delay brought about by the CAA's motion

for continuance, Arinc requested that the Commission act immediately to meet the airlines' needs by granting special temporary authorizations along the lines of its amended applications.

Arinc's presentation was based on five major points—Arinc's objective, responsibility, government or private expense, reciprocal agreements with foreign countries, and communications coordination.

On the first point, the brief points out that U. S. foreign air commerce requires an integrated system of company operational facilities, point-to-point and ground-air, co-extensive with U. S. airline operations, and that the international facilities must be closely integrated and coordinated with Arinc domestic facilities. It states that in some foreign countries it is possible to obtain this objective by U. S. industry ownership and operation, or by U. S. management representation in foreign agencies, while in others, the U. S. carrier will have to balance its willingness to operate against what services and charges such country will furnish or exact. There will be a variety of compromises between these extremes, but to obtain maximum results, it is ab-



The five international gateway stations now being operated by the Civil Aeronautics Administration are shown on this map together with airline domestic stations and airline domestic and international stations. The five CAA stations are located at New York, Miami and San Francisco, marked by a circle with a cross, and Seattle and New Orleans, not marked. Only the New York station is specifically involved in the current action before the FCC.

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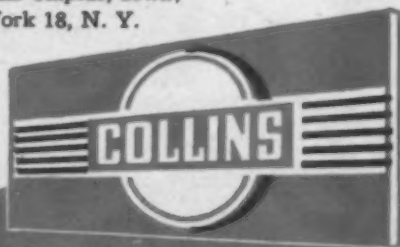
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olutely essential that the continental U. S. gateway facilities be not nationalized, but operated by private industry, as are the air carriers.

Turning to the question of responsibility, the presentation states that under the U. S. system, the air carrier is responsible for flight, its dispatch, route, destination, diversion in flight, and for all matters related to the operation. The means by which this is accomplished, it points out, is communications; and it is essential that the carriers have the necessary operational control over communications to assure that they adequately meet operational requirements. This includes when and where stations are established, type of station, hours of operation, procedures, efficiency and adaptability of services, assurance of continued operation, and assurances of prompt action on service complaints or changes in requirements.

This, it holds, cannot be provided by government operation, citing as just one reason the fact that under government operation, what facilities are established or continued, when or where, is subject to the availability of appropriations which must be guessed two years prior to the requirements. By way of example it states that the CAA asked Congress for funds to build Station WSY, New York, in 1938, and did not report completion until after June 1940; and that in 1944 the CAA asked Congress for funds to enlarge its existing stations and establish four new ones at Los Angeles, Brownsville, St. Croix and St. Thomas, and that Congress did not approve the request except for one station.

Further, Arinc states, the flexibility of a combined domestic and international communications network for U. S. air carriers would be lost with partial government operation, while with an integrated system, communications control can shift rapidly from one system to the other as required, which would be particularly useful in the operation of international flights over domestic airways as part of a combined system of flight control.

On the matter of expense, the presentation points to the apprehension expressed in Congress over the tremendous size of the federal airways system when it last reviewed the CAA appropriation bill for 1946. It states that within the limitation of funds available, the carriers feel that the government should do a more complete job of providing meteorological services, regulation of air traffic within the U. S., and air navigational aids; and that no government funds be used for facilities which are the proper responsibility of the air carriers.

It goes on to state its belief that if, as has been suggested, the private company gateway facilities are nationalized, and a system of charges is set up for their use, the air carriers, and indirectly the public, will have to pay more and accept less efficient service.

### Bargain Advantage

As its fourth point, the Arinc brief points out that it will be of great advantage to U. S. air commerce in making reciprocal arrangements with foreign countries for Arinc to have control over the services and charges of the gateway stations, and a considerable disadvantage if they are government owned. In this connection it points out that with private

### Arinc Directors Approve Stock Issue

At their first meeting following the annual stockholders' meeting in Miami last fortnight, the directors of Aeronautical Radio, Inc. voted:

1) To adopt the 52 station HF consolidation plan in principle, with the recommendation that further study be made of the proposed frequency allocation plan and the proposed location of the ground stations, and that the Arinc ground station committee make a recommendation at the next board meeting as to which stations can be consolidated this year.

2) To approve the issuance of Arinc stock to provide a working fund for the acquisition and management of the Airborne Instrument Laboratory, contingent upon the adoption of the ATNC program by the Air Transport Association.

3) To increase the capital working fund of Arinc, exclusive of special projects, to \$150,000 through the issuance of capital stock to the member companies on a basis proportionate to their use of Arinc.

industry stations, Arinc will be able to make definite commitments, which is the first requisite in concluding arrangements abroad. Arinc, for example, will be able to make contract arrangements for free service, or for charges at variable rates, depending on what arrangements are most feasible or favorable to U. S. air commerce.

Finally, the Arinc brief holds that the need and demonstrated desirability over a period of 15 years for an agency such as itself to coordinate all communications matters of common concern to all the air carriers applies equally to the company gateway stations. To withdraw these facilities into the government domain, it states, will break the chain of coordination with the industry and of regulation by FCC over aeronautical communications.

Many times during the past years, it states, it has been necessary for the commercial airlines to install at their own expense navigational aids and associated services in order to inaugurate new or improved service over assigned routes, with the CAA later, by agreement, when funds were available, reimbursing the companies and taking over operation of these facilities. If this has been true of proper government functions, it points out, it would be even more true of operational communications.

The Arinc position was supported before the Commission by Trans-Canada Airlines and TACA Airways as well as by member companies. Pan American Airways, which is not a member of Arinc, and which has been receiving communications from the CAA where the latter has had gateway stations operating, has assumed a neutral attitude toward the entire proceedings.

### 'Women in Aviation' Conference

A national conference on "Women in Aviation" will be held at Stephens College, Columbia, Mo., on April 22, 23, and 24, according to Kenneth Newland, head of the College's aviation department. The steering committee, now making plans for the conference, consists of: Nancy Harkness Love, William Piper, Sr., Casey Jones, Philip Hopkins, Dr. Bruce Uthus, Dr. Ben Wood and Dr. George Frazier.

## Symington Appointed Assistant Secretary Of War for Aviation

W. Stuart Symington, Surplus Property Administrator, has been named Assistant Secretary of War-Air by President Truman to succeed Robert Lovett.

Symington is president of the Emerson Electric Manufacturing Co. of St. Louis and has an extensive experience in the business and manufacturing field. He was named chairman of the Surplus Property Board July 16, 1945 and was made SPA Administrator when the Board was abolished and disposal activities centered in one man. His only direct contact with aviation has been in connection with his duties in the disposal of surplus aircraft.

Symington's appointment to the office of Assistant Secretary of War may mean that Maj. Gen. E. B. Gregory, chief of the Quartermaster Corps, U. S. Army and newly elected chairman of the Board of Directors of the War Assets Corp., will be named Surplus Property Administrator to succeed Symington. Such a move, if there is legal authority for it, might involve a transfer of the War Assets Corp. to SPA so that policy and disposal matters involving government surpluses would be vested in one agency, with one head.

## Distinguished Service Medals Received by Harris and Fritz

Brig. Gen. Harold R. Harris and Brig. Gen. L. G. Fritz, both of whom are now with American Airlines and American Overseas Airlines, were awarded the Distinguished Service Medal last fortnight.

Gen. Harris, who was former chief of staff, Air Transport Command, and who is now vice president and general manager of AOA, received the DSM for having "played the leading role in establishing combined British, Canadian and American control over the North Atlantic air routes." He was also credited with planning ATC activities resulting in "the smooth evacuation by air of wounded personnel from overseas theaters."

Gen. Fritz, now vice president-operations of American Airlines, served as commanding general of ATC's North Atlantic Division. He made experimental flights preceding establishment of routes and supervised ferrying of tactical aircraft to combat units in the European theater. The citation also points to the "exceptional feats with cessation of hostilities in Europe, giving great assistance to the redeployment of thousands of aircraft and tens of thousands of troops to the U. S."

The DSM is the Army's third highest decoration.

### Key Gets AIA Promotion

Hill & Knowlton has appointed William Key as assistant resident director of public relations service for Aircraft Industries Association in Washington, succeeding Sam Tyndall, who will be transferred Jan. 23 to handle AIA public relations in the Hill & Knowlton New York office.

# Manufacturers Not Anxious To Open Overseas Facilities

## Export Managers Hesitate To Follow OFLC Advice

**A**LTHOUGH HIGH officials of the Office of Foreign Liquidation Commission's aircraft division have been persistently urging U. S. aircraft manufacturers to move ahead in the expected race for export markets by establishing overseas service centers for surplus planes sold to other countries, there is little likelihood of such a development at this time.

Current industry reaction to the OFLC proposal admits that the idea is good, but, contrary to reports that an industry plan for a cooperative agency was being advanced soon, export managers of the manufacturers have shown a decided reluctance to initiate such action.

Vigorous proponent of the proposal to establish overseas maintenance and repair centers for planes purchased from the U. S. plane surplus is Col. Earle Johnson, of OFLC, who recently completed a world-circling tour of foreign surplus storage centers.

In meetings with the Export Committee of the Aircraft Industries Association, Col. Johnson has warned that unless U. S. plane manufacturers move soon to provide foreign service bases for U. S.-made aircraft sold as surplus, the British stand a good chance of moving ahead in the export field. The important element in foreign sales, he stressed, is the rendering of a service including the establishment of maintenance-repair centers and the training of native personnel to do the work. Without such facilities, he told the committee, it will be difficult to keep foreign customers satisfied.

## British Doing More

The possibility of improperly maintained planes casting discredit on U. S.-made aircraft was suggested as a factor not to be overlooked.

Point was made that the British, both as a government and as individual aircraft manufacturers, are doing much more in this respect than is even planned by the U. S. government and U. S. manufacturers.

To save individual manufacturers the expense of each establishing service centers throughout the world, Col. Johnson recommended that the companies pool their efforts through a cooperative undertaking to set up a network of bases, each of which would service all models of U. S. origin. The training of available and capable native workers for servicing jobs would greatly lessen the expense of the project, since a very limited number of American supervisory personnel would then be required.

Col. Johnson assured the committee that OFLC policy was definitely that of promoting and in no way interfering with the foreign markets of the aircraft industry, and that this policy was more important than getting the maximum dollar return for surplus products. (Cumulative sales of overseas surplus aircraft and parts through last November totalled

## Two More Records Fall

Two more unofficial speed records were marked up in widely divergent parts of the world last fortnight.

The RAF Lancaster bomber, Aries, flew from England to Cape-town, South Africa, in 32 hours, 21 minutes, clipping seven hours, four minutes from the previous record. The bomber flew the Cairo-Cape-town leg of the flight non-stop in 20 hours, 37 minutes.

On the U. S. West Coast, a Lockheed P-80 flew from Mills Field, San Francisco, to Mines Field, Los Angeles—an airline distance of 361 miles—in 42 minutes, 33 seconds. The previous unofficial record of 64 minutes was held by a Lockheed Constellation operated by TWA.

\$6,535,000 against an aggregate original cost of \$19,390,000.) He indicated that although there were 181 C-46s in Egypt, he had recommended the scrapping or cannibalizing of all but 25, and the selling of sufficient spares with each of these to meet three-year requirements.

A principal deterrent from the industry view is the expense involved for what are considered only speculative benefits. Aside from informing the foreign purchaser through OFLC as to what components and parts are or are not available as replacements, the manufacturers as a group are planning little activity in the foreign surplus field at this time. The majority of industry export managers are inclined to fight the export battle at a later date, and not through service involving surplus planes.



**Edificio TACA**—This building has been leased by TACA Airways in Miami in a move to bring all key TACA personnel together at a base closer to the company's actual operations than New York, where the operations, traffic, and treasury staff formerly was located. It has been named "Edificio TACA."

# French Action Awaited On PAA Proposal to Operate to Marseilles

**T**HE STATE Department was awaiting this week the official French reaction to Pan American Airways' announcement that it intends to start daily service from the U. S. to Marseilles Feb. 15 with a one-way fare of \$295.

Although dispatches from France stated that the French government would be unwilling to allow PAA to operate daily service at this low rate, the State Department had not yet received official word to that effect. PAA went through State Department channels in submitting its plan to the French. Some officials believed that the unsettled French political situation might be delaying the answer.

A PAA announcement said that use of Constellations would make the lower fare possible, and that if the company received Civil Aeronautics Board permission to fly into Paris, the New York-Paris fare would be \$275. The release said that PAA has requested such permission but that in the meantime it must operate through Lisbon to Marseilles either via Shannon or, if landplane facilities become available, via the Azores. From Marseilles passengers will continue by rail or local French air service to Paris. The direct route from Shannon to Paris represents a saving of about 1,000 miles, the company said.

## Advertises Proposal

Although the CAB hearing on the Paris proposal was held less than a month ago, PAA took large advertisements in Washington newspapers, showing how the Shannon-Paris line would save 1,000 miles. Actually the map used in the ad consisted of parts of two certificated routes. The route via Shannon continues to London, Brussels, Prague and beyond. The certificated route to Marseilles is via Bermuda, Azores, Lisbon and Barcelona. Commercial service to the Azores, however, is not possible until the U. S. Army relinquishes the airport there.

Given little attention in the press was the fact that both the British and French governments are opposed to "fifth freedom" traffic between London and Paris (right of a U. S. carrier to pick up passengers in London for Paris and vice versa). PAA is certificated to London and to Brussels, while TWA is certificated to Shannon and Paris. There is no CAB certificated line between London and Paris and cannot be unless (1) there is a radical change of policy by British and French or (2) an agreement were arrived at by which no local London-Paris traffic could be carried.

The U. S. and France are now working under a temporary fifth freedom agreement, terminable on one month's notice, under which France agrees to "consider favorably" U. S. requests for more than the two weekly frequencies provided in the 1939 agreement between the countries. However, in talks on a permanent agreement, the French have indicated their concern over fares and have even mentioned an inter-company agreement on fares for all airlines operating into France.



# Parrish Articles Draw Comment from Abroad

AS A RESULT of dispatches written from Europe to AMERICAN AVIATION by its editor, both *Flight* and *The Aeroplane*, Britain's two well-known and well-edited aviation weeklies have made extensive comments in recent issues. Such frank comments aid greatly in clarifying the issues and are most welcome.

The comment in *Flight* was written by an ex-RAF Englishman in the United States, a regular contributor, who signs himself "Kibitzer". It is a temperate and constructive comment and this publication would indeed welcome the opportunity of learning more of Britain's position with regard to civil aviation. The *Flight* article is reprinted in full as follows:

## America Misunderstands

There are harsh words flying around these days regarding British aviation policy in Europe and elsewhere. Wayne W. Parrish had some frank things to say in a dispatch from Paris in the November 1st issue of AMERICAN AVIATION. For the sake of the record and so that we may see ourselves as others see us, the following are some quotations from the article in question.

"If the airways communications system in Europe is based on U. S. equipment and procedures, the United States will have made an invaluable penetration of European civil aviation. . . . We have earned the right to fly commercial transport planes around the world in the interest of American flag commerce. We must insist on the exercise of these rights. We are meeting ample opposition from Britain in several key-spots—and not the kind of sporting opposition which one would expect from an ally we aided in great need—but, fundamentally, we are getting what we asked for. . . . Britain is far more interested in blocking American commercial airline expansion than in seeing that the world is provided with fast, efficient and inexpensive transportation around the globe."

Another article, written over the initials "W.W.P.", contains the following: "And it seems clear that Britain is not making friends these days with such countries as Sweden, Netherlands, and Belgium by its arbitrary air transport demands. . . . The British have so far been unable to explain satisfactorily their demand for their quota proposal in air transport, except that they don't have the aircraft to fly and hence want everyone else to wait in the interim."

To an Englishman, particularly an Englishman in England, these might seem to be unduly harsh judgments, but when viewed through American eyes, and in the light of American experience, they appear more logical. For lack of a better explanation the average American can only think we are adopting an inexcusable dog-in-the-manger attitude.

To those of us who feel that full under-

standing (and, therefore, full cooperation) between England and America is a vital necessity, all this bickering is an unhappy and unnecessary proceeding, and does, perhaps, originate directly from the lack of knowledge of the other fellow's viewpoint. The Americans realize that Great Britain will be their chief competitor both in the manufacturing and the airline fields, and this, combined with a very deep-seated (if erroneous) belief that there is always some sinister behind-the-scenes, perfide-albion motive in everything we do, is inclined to make them jumpy and unduly sensitive. The only way to prevent wrong conclusions from being drawn is to be perfectly honest as to why we do, or don't do, certain things.

It may be that, in England, there has been a clear and open statement as to why we are sticking to our decision—as to why we have prevented certain foreign airlines from running as many services as they wished into England; as to why, for some considerable time we would not let Swedish and other airlines land at Gander—but if there were such a statement, it certainly never reached the majority of those interested over here in America.

Surely it should be possible to see that the British point of view is presented to the American aviation trade through their newspapers and periodicals (of which there are many) in such a way that, even if they don't agree with the outcome of our policies, they do at least understand the reasons that prompt us to formulate them. To do this successfully it would probably be necessary to appoint a trained aviation newspaperman to some accredited British organization in the States. He might perhaps be a member of the Civil Air Attache's staff, whose duties at the moment do not include the field that is supposed to be covered by the British information services. It would be necessary to keep this Press representative fully up to date on all British aviation policy and manufacturing developments. It would be up to him, also, to refute the incorrect and often harmful statements that appear in the American public Press in connection with our own country's aviation matters.

## Bovingdon Confusion

An excellent example of such statements occurred lately when the widely read *New York Sun*, an evening paper, announced under a signed dispatch from London that the American air operators were being deliberately prevented from using Bovingdon, with its short run to London, and were being forced to land at Hurn, despite that Bovingdon was "built with the American taxpayers' money"! Instead of the correct facts required to refute these statements being immediately available, it was nearly three weeks before the British Embassy was able to issue a statement that Bovingdon could not be used by the Americans because the American Transport Command, would not give it up, and that, anyway, Bovingdon was built and paid for by

the British taxpayer. By that time much of the value of such a statement was lost.

All this is very silly and quite inexcusable. The fault does not lie only in the States. If accurate reporting on British developments is to be expected in the world outside, then the material on which such reports can be based must be readily available. One sometimes wonders whether it is.

There is a strong feeling here in America, and perhaps a justified feeling, that the British are much too much inclined to retire behind the proverbial reticence and to adopt an aloof "holier-than-thou" attitude, and to take the line that, because it's British, no policy or development needs explanation. This attitude is guaranteed to make other nations, who believe it to be a manifestation of snobbish superiority, hopping mad. The sooner we realize that a little extrovert may make all the difference between stifling or developing aviation cooperation, the better.

**EDITOR'S NOTE:** The criticism of U. S. writings about Bovingdon Airport is justified. As long as Bovingdon is under U. S. Army control, the British could not be expected to authorize it for commercial services. It just happens, too, that Bovingdon was built with British funds and is equipped with the extensive British-designed GCA system (Ground Control Approach) which has many merits. It seemed difficult for an American to understand why the British designated Hurn for commercial services since Hurn is so far away from London and Britain, seemingly, is crowded with airports. But it does happen to be true that Hurn is about the only other airport adequately equipped with airway and approach facilities that can be used, now, for trans-Atlantic commercial services. In this respect AMERICAN AVIATION, as well as others, jumped too rapidly to an unjust conclusion.

The *Aeroplane* has published an editorial entitled "The American Century", which is reprinted in full as follows:

The Americans are proud of their reputation for plain speaking. Their drive to dominate the world's trade is aggression pure and unashamed, and they make no secret of it. For evidence, here is this extract from AMERICAN AVIATION's leading article for November 1:

"If the airways communications system in Europe is based on U. S. equipment and procedures, the United States will have made an invaluable penetration of European civil aviation—and that is the direction of present trends."

"In regard to landing rights for our commercial airlines, there are some rough spots, but much progress has been made. It is true that in the heat of war we doubtless could have driven some hard bargains by obtaining 99-year leases on certain strategic airports. There is little doubt that the United States could have smashed its way into almost any kind of bargain had we been determined to do so. We had the chips in terms of power and war materials, as well as food and other essentials. But such concessions made under



**Consolidated's New XP-81**—Here are two views of the first plane to fly in the U. S., powered by a gas turbine engine driving a propeller. Designed and built by Consolidated Vultee Aircraft Corp., the XP-81 is a combination fighter with a propeller in the front and a jet engine in the rear. A General Electric TG-100 gas turbine engine in the nose, which converts jet power into rotational energy, drives the four-bladed propeller. A General Electric I-40 jet engine is in the rear. The plane can operate on one engine or both, since both engines use the same type fuel.

duress would not have paid off. That is not the way to get along in a community of nations.

"We have earned our right to fly commercial transport planes around the world in the interests of the American flag commerce. We must insist on the exercise of these rights. We are meeting ample opposition from Britain in several key spots, and not the kind of sporting opposition which one would expect from an Ally we aided in great need, but, fundamentally, we are getting what we have asked for. Portugal and Norway, both being influenced by Britain for selfish reasons, are the current trouble-spots. Britain is far more interested in blocking America's commercial air line expansion than in seeing that the World is provided with fast, efficient, and inexpensive transportation around the globe."

Let us consider that part which claims that Britain is far more interested in blocking America's commercial air line expansion than in seeing that the World is provided with air transport. In so far as Britain is interested in pursuing the policy of "order in the air", the Americans certainly have grounds for believing that they are being blocked. If there is any way we can prevent it we are not going to have the World's air-routes turned into a gigantic international gold-rush. When Pan-American tried to start a free-cutting competition on the North Atlantic, it was told plainly that we stood for economic operation, with the minimum of expense to the taxpayers of all countries. It was told that its operational frequency into the U.K. over and above the two services a week, already agreed under the 1937 agreement, was subject to it charging the fare agreed as reasonable, under existing circumstances, by the Atlantic Conference of the International Air Traffic Association, based on the best current American equipment, the Constellation.

This agreement to abide by the majority international decision was given with the full knowledge that Britain herself would be placed at an economic disadvantage until she, too, is able to put new types of transport aircraft into service. Did this in Britain seem ambitious? After all, the United Kingdom is simply pursuing the course she advocated at Chicago, namely, a fair and reasonable distribution of frequencies subject to international accord on the basis of traffic embarked, and the elimination of cut-throat competition. It is worth recalling the four working rules for the attainment of this put forward by Britain at Chicago: (1) To fix the share of through traffic to which the air line of the country of origin would be entitled; (2) a consideration of what regional and local transport organizations were operating in each division; (3) a consideration of the needs of the division of intermediate traffic judged in relation to public convenience and necessity; and (4) the economy of operation as regards the size of the aircraft operating in relation to the traffic available. Do these provisions sound like prevention of the provision to the World of the air transport it needs?

### Seek "Order"

Having failed to persuade the Americans at Chicago of the sense of this argument, Britain made it quite clear in a "White Paper", International Air Transport, that she would continue to strive for "order in the air" through the medium of any bilateral agreements which came up for negotiation. When consulted by other European nations on her attitude, Britain has expressed the same views. Like-minded nations are assumed by Americans to be "influenced by Britain for selfish reasons." Has it occurred to AMERICAN AVIATION that there are other nations in the world besides the United States and Britain interested in the development of overseas air lines?

There happens to be wide sympathy among the nations towards the principle of "order in the air", and the United States will avail herself nothing by pinning on Great Britain the role of agent-provocateur in the case.

Another of America's bones of contention is that their air lines must, for the present, use Hurn aerodrome, although they want to use Bovingdon. Here again Britain wished to see fair play. Bovingdon, built by the taxpayers of this country at a cost of over 1,000,000 pounds, is inhabited by the U. S. Transport

# U. S., British Reach Agreement On Leased Military Air Bases

## Fares and Frequencies Are Still Unsettled Problems

By ERIC BRAMLEY

THE important U. S. British civil aviation conference, in its second week of meetings in Bermuda as this issue went to press, had reached virtual agreement on commercial use of 99-year leased military air bases but was still struggling with controversial problems connected with fares, frequencies and fifth freedom traffic.

There had never been a serious difference of opinion over use of the bases which were leased to the U. S. in exchange for over-age destroyers, and agreement was expected. The other and more important problems, however, presented more difficulty.

As they went into the conference the British favored some control over international passenger fares a regulation of frequencies and schedules and limitations on fifth freedom traffic (the right of a U. S. carrier, for example, to pick up passengers in a second country and carry them to a third). The U. S. favored free and open competition, with little restriction.

All four members of the Civil Aeronautics Board were in Bermuda and, after two days of meetings, it was indicated that they had reached some kind of an informal approval of international air transport association traffic conferences. Any formal agreement must await return of CAB to Washington, its legal headquarters. However, although details were not

Command. The few buildings there are fully occupied by that organization. So long as USATC stays at Bovingdon there is not room for all the international air lines as well; that is to say Pan American, American Overseas, Swedish Airlines, and BOAC, and any other companies which may wish to fly to London. The civil use of Bovingdon at this moment would, therefore, involve discrimination. This Britain is determined to avoid. We can assure those whom it may concern that this country has no desire to penalize her own air lines unnecessarily. BOAC has as much to gain as foreign air lines from the use of an airport nearer London than Hurn.

At all events we are glad that AMERICAN AVIATION admits: "Fundamentally, we are getting what we asked for." We could not agree more. We could only hope that AMERICAN AVIATION's advice that "smashing your way in is not the way to get on in a community of nations" may be remembered lest the United States gets more than she asked for.

EDITOR'S NOTE: Is it really "order in the air" that Britain wants or is it temporary protection until she overcomes her temporary deficiency in aircraft and airline organization? Is the U. S. trying to "dominate" the world's trade or is it actually trying to fight for a foothold in the international business against Britain's opposition? Would The Aeroplans recommend extension of the British proposals at Chicago to cover steamship traffic by which the Queen Mary and other crack liners would be restricted as to frequency of trips, number of passengers carried and passenger rates—all limited to parity with the few U. S. ships crossing the Atlantic? But on The Aeroplans' position with regard to avoiding cut-throat rate competition, AMERICAN AVIATION is in hearty agreement, so long as the lowest efficient fares can be provided to the public.

released, the CAB agreement was evidently clear enough so that the conference could proceed.

The board early in January shied away from approving IATA conferences because of the forthcoming discussions with the British. However, the British had indicated several weeks ago that they favored setting of rates through IATA and added that they would stand behind any rates set by the operators' association. Thus, board approval of IATA would bring the two governments closer together on the rate question. Whether the board attached any strings to its approval was not known. Opinion within the board on IATA had been divided.

What would happen on control of frequencies and fifth freedom traffic remained to be determined. There was some indication that the U. S. delegation had submitted a traffic (frequency) proposal but its terms had not been revealed.

It was also reported that the British were willing to compromise somewhat from their earlier position on controversial matters.

The important rates and traffic committee headed by Sir Henry Self, Director General-Designate of the British Ministry of Civil Aviation, had named subcommittees on policy and drafting, to deal with various proposals and counter proposals. Representing the U. S. on the policy group is CAB Chairman L. Welch Pogue and George P. Baker, Director of the State Department's Office of Transport and Communications Policy. Sir Henry Self and Sir William Hildred represent the British.

On the question of commercial use of leased bases, it appeared that the following would be used as primary landing fields: Kingley Field, Bermuda; Coolidge Field, Antigua; Beane Field, St. Lucia, and possible Atkinson Field, British Guiana. Weather alternates would be Vernam Field, Jamaica; Carlson and Waller Fields, Trinidad; and Harmon and Argentinia, New Foundland. The agreement, which was tentative because it requires approval of governments concerned, provided that the U. S. will retain military control of the bases.

## National Aircraft Show Presents 100 Exhibitors

Both commercial and military aircraft and equipment were displayed to the public by approximately 100 exhibitors at the National Aircraft Show in Cleveland Public Auditorium, Jan. 11-20.

Lightplanes on display at the show, sponsored by National Aircraft Show Co. and the first of its kind, included a Globe Swift, Luscombe, Taylorcraft and Ercoupe. The only commercial airlines represented by exhibits were Pan American Airways and All American Aviation. Many of the Army Air Forces' wartime military secrets were explained to the public, including radar, radio-controlled bombs, and latest photographic developments.

Entire net proceeds of the exposition were earmarked for the AAF Aid Society.



## THE FLAGSHIP AND THE LITTLE BOY

*The child sees it simply:*

*"How high in the sky—*

*How fast it can fly!"*

Lad, it takes more than speed

and "blue yonder"

To run an airline by worthwhile plan;

Always, this we must ponder:

The plane's but the tool of man.

But this tool knows no conscience

Nor morals to guide its flight;

The challenge is for People

To use it for the Right.

Yes, the meaning of flight should be plain

To even the lad's young mind:

What matters is *who* or *what* rides in the plane

And *where to*, for the good of mankind.

# AMERICAN AIRLINES *System*

THE NATIONAL AND INTERNATIONAL ROUTE OF THE FLAGSHIPS



# PICAO May Become Permanent Body This Year

## Council Resumes Sessions After Six-Weeks Recess

By FRANK M. HOLZ

THE PROVISIONAL International Civil Aviation Organization (PICAO) this past fortnight resumed its Council sessions in Montreal after a six-week recess. Council President Edward Warner indicated that PICAO may end its existence sometime in 1946, giving way to a permanent organization to be created by the adoption of the permanent Convention on International Civil Aviation drawn up at the Chicago Conference. Ratification by 26 nations is required for the Convention to come into force; at least seven ratifications have been completed or are in process.

The Council approved the appointment of Edward M. Weld as acting assistant secretary-general in charge of the Air Transport Bureau, possibly the most important post in the Secretariat after that of Secretary-General Albert Roper. Weld has been a member of the legal staff of the U. S. CAA.

This was the first Council meeting at which Mexico was represented, its delegates being Capt. Guillermo Gonzalez. New delegates replacing former representatives were Josef Kalenda for Czechoslovakia, K. Praha for India, and C. Y. Liu for China. Liu also succeeds his predecessor, Chiang Kia Ngau, as second vice president of the PICAO Council.

The Council decided to recess again—probably about February 25—so that members can attend the PICAO North Atlantic Regional Conference now scheduled to be held in Dublin on March 4. The French Government will be requested to postpone the convening of the European-Mediterranean Conference until about April 23, in order to permit a Council session between the two regional meetings and to allow time for consolidation of the results of the precedent-making Dublin gathering. It was noted that this action would also require a postponement of the Near East regional meeting to be held in Cairo.

E. A. Marlin, Liaison Officer in the Council President's office, is now in Eire to continue liaison work with the governments invited to the Dublin and Paris conferences. It is thought likely that Marlin may head the PICAO North Atlantic regional office when such is established on a continuing basis.

The Irish and French Governments will invite the International Meteorological

Organization, the International Telecommunications Union, and International Air Transport Association to send observers to the meetings.

At a meeting of the Air Navigation Committee which preceded the reconvening of the Council, President Warner reported on his recent trip to Europe in connection with pending regional conferences. The prospects seem good, Warner stated, for PICAO soon to begin "organizing international air navigation facilities and services over wide areas of . . . the globe." A draft agenda prepared by the PICAO staff and accepted by both Eire and France contains the following major items for discussion:

### Draft Agenda

- Study of the air navigation facilities which now exist and of the extent to which their continued operation may or may not be assured.
- Consideration of the extent to which assured facilities are adequate for safe and efficient air services in the region concerned, and of the need to supplement such facilities.
- Determine whether needed facilities are to be provided and operated by local governments, by two or more governments jointly, or by some other arrangement.
- Development of operation procedures for specialized services such as Communications and Radio Aids to Navigation, Search and Rescue, Meteorology, Airports and Ground Aids, and Air Traffic Control.
- Plans for coordination with other PICAO regional conferences and service organizations.

Warner reported that it was also agreed that participating nations would be asked to estimate the frequencies that operations of their flag airlines are likely to attain on each international route by the end of 1946, 1947 and 1948 respectively. "We cannot expect that such information will be either complete or exact, but even a rough estimate of expectations will be of use in planning the Communications and Air Traffic Control provisions," Warner stated.

All countries in whose territory air navigation facilities have been installed and operated for military reasons, either by themselves or by other states, are expected to discuss their readiness to continue the services or to indicate the kind of help they will need (such as the training of personnel) so that operations may continue.

PICAO's Search and Rescue Division recently issued a report advocating regional organizations with special facilities and personnel for rescue work in the event of crash or forced landing of aircraft. Such

plans, it is expected, will be tied in with the broader regional route organizations, such as that envisaged for the North Atlantic.

The Personnel Licensing Division recently convened for its first meeting and elected Stuart Graham of the Canadian Department of Transport as Division chairman. The group will devise licensing standards and procedures for universal application to personnel engaged in international civil air transport. Recommendations for revision of Chicago Annex E on Personnel Licensing have already been sent to the Division by the International Commission for Air Navigation, IATA, and the governments of Great Britain, the U. S., India, Canada, Sweden, Norway, and Spain.

## Bristol's 'Buckingham,' 'Brigand' Unveiled

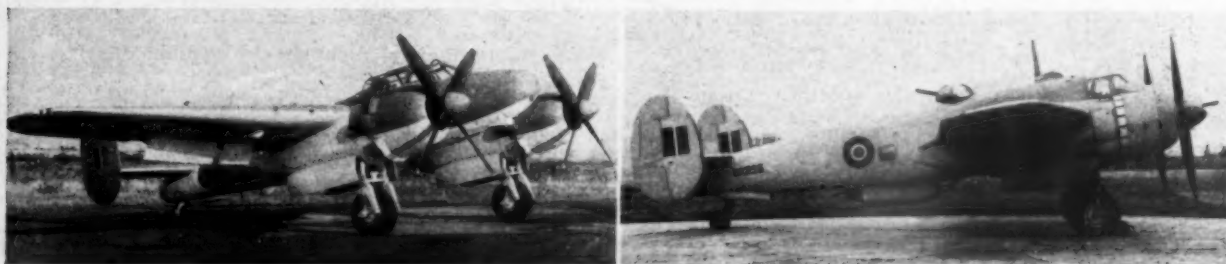
Two additional aircraft types which were ready to enter combat when Japan surrendered—the Bristol Buckingham and the Bristol Brigand—have just been revealed by Bristol Aeroplane Co.

The Buckingham is a fast twin-engined day or night bomber carrying a 4,000 lb. bomb load together with full defensive armor and armament. Developed from the well known Beaufighter, it is a mid-wing monoplane with twin fins and rudders and a sweptback wing. It was designed for a four man crew.

Power for the Buckingham is supplied by two 2,500 hp Bristol Centaurus sleeve-valve radial engines. Top speed is 330 mph at 12,000 ft. and initial rate of climb is 1,700 ft./min. Range is 2,200 mi. at 10,000 ft. at the optimum cruising speed of 195 mph, or 1,550 mi. at 285 mph.

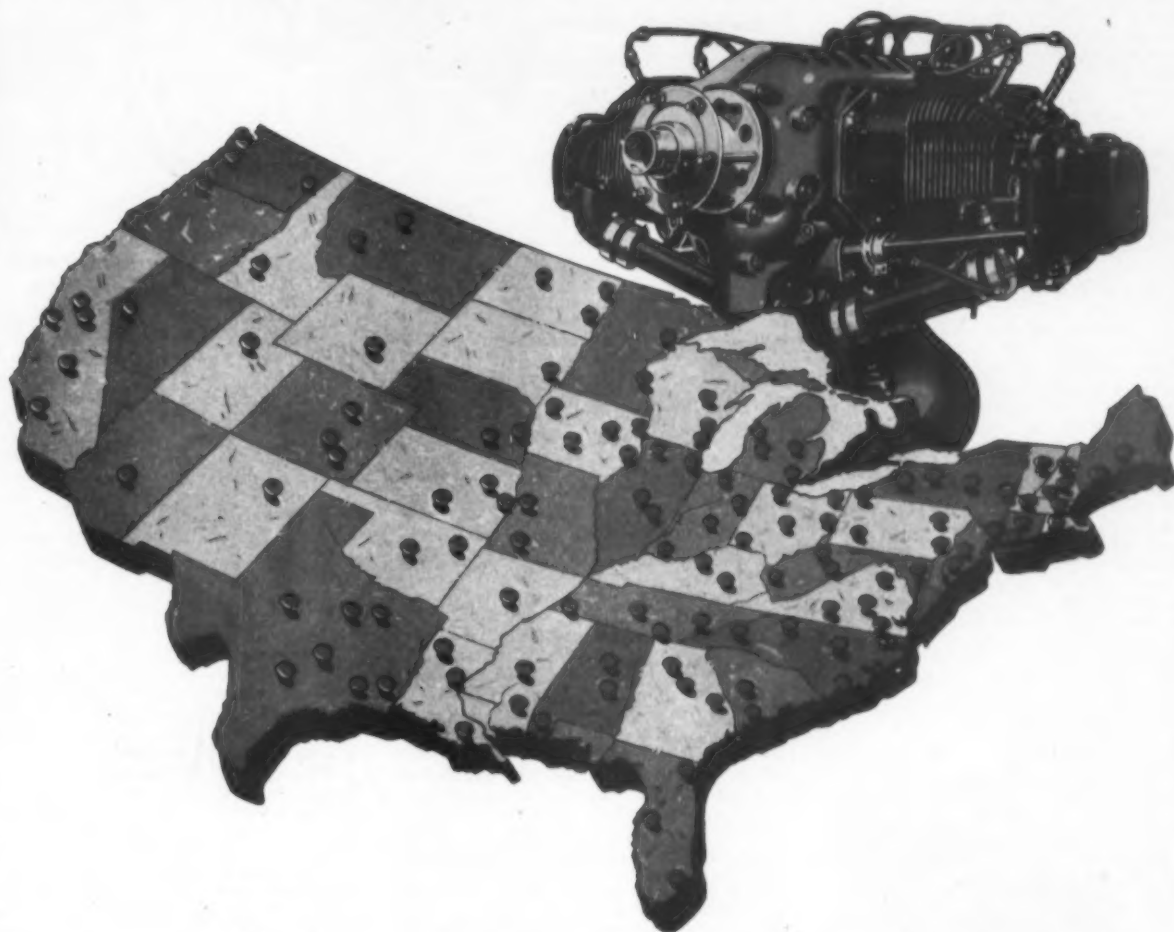
In addition to two bomber versions, the Buckingham was converted to a high speed transport for the RAF Transport Command. Guns, turrets and armor plating were removed in this version and four reclining seats installed—two at the dorsal turret station and two at the rear end of the Navigator's "bath" or nacelle in the floor of the rear fuselage.

The Brigand, like the Buckingham, is a development of the Beaufighter, and resembles the Buckingham except that the fuselage is much smaller in cross section. The Brigand was designed as an attack bomber and can carry one 22-in. torpedo, two 1,000 lb. bombs or 16 rocket projectiles in addition to the four 20 mm. cannon which are standard equipment. It is operated by a three-man crew.



Bristol Brigand (left) and Buckingham (right)

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**CONTINENTAL PARTS & SERVICE**



**POWER BY**  
*Red Seal*  
**Engines**  
**CONTINENTAL**

*Every Continental Red  
Seal Engine Develops Its  
Full-Rated Horsepower*

Just as there is no space limitation to the Continental-powered plane, so are there no geographical limits to Continental SERVICE. Wherever a Red Seal Engine takes you on the wide-open skyway, you enjoy the immeasurable satisfaction of knowing that Continental SERVICE was there first. Drop down at any recognized airport, and Continental SERVICE extends its welcome hand. That which makes this SERVICE possible is, of course, the fact that there are so many Continental-powered planes in the air.

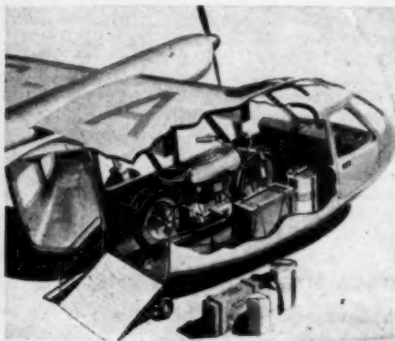
***Continental Motors Corporation***  
*Aircraft Engine Division*  
MUSKEGON, MICHIGAN

## Portsmouth Reveals 'Aerocar Series' Of Twin-Boom Aircraft

Three new twin-boom, high-wing monoplanes of the same general configuration as, but much smaller than, the Fairchild Packet were announced last fortnight by Portsmouth Aviation, Ltd., Portsmouth, England. The group has been designated the "Aerocar Series of Twin-Engine Aircraft" and the individual models, which are actually variations of the same basic aircraft, as the Major, the Minor and the Junior. The former is powered with two 156 hp. Cirrus Major Series III engines, and the two latter versions with two 100 hp Cirrus Minor Series II engines.

The Major cruises at 141 mph at 65 percent power and at 153 mph at maximum continuous cruising power. Its single engine full load rate of climb at sea level is 230 ft./min. The Minor cruises at 119 mph at 65 percent power and at 124 mph at maximum continuous cruising power. Its single engine full load rate of climb is 86 ft./min. at sea level, and it has a one engine ceiling with full load at 3,600 ft. Both the Major and the Minor have retractable tricycle landing gear, and are equipped with variable pitch propellers.

The Junior, with fixed pitch propellers and fixed tricycle landing gear, cruises at 111 mph at 65 percent power and 117 mph at maximum continuous. No single engine performance is claimed for the Junior other than the ability to stretch a glide. Both the Major and the Junior



Cargo loading facilities are shown in this cutaway drawing of the Aerocar.

seat six including the pilot in three rows of two each, while the Minor carries five, one rear seat being omitted.

Very complete electrical and instrument equipment will be offered as standard on both the Major and the Minor. This will include electric engine starters, electrical instruments, and full night and blind flying equipment. The Junior, on the other hand will have all unnecessary weight and complication eliminated.

The basic airframe for all three models is a high-wing, twin-boom tractor monoplane with a span of 42 ft., overall length of 26 ft. 3 in., overall height of 10 ft. 7 in., main gear tread of 12 ft., and standard fuel capacity of 60 imp. gal. which can be increased to 90 imp. gal. by the addition of extra tanks. The fuselage or cabin nacelle is of bolted steel tube con-



Front view of Aerocar

struction covered with metal below floor level and plywood above this point. The wings are plywood covered, while the booms carrying the empennage are of semi-monocoque ply construction.

The interior is exceptionally spacious and transparent plastics are used freely to supply excellent visibility. Pilots' seats are adjustable to different leg lengths. The main passenger seat is four feet wide and fitted with a central arm rest. The rear passenger are of the bucket type folding into a well to give added space for luggage and freight when not in use.

One of the most unusual features is the ease of access provided. Cabin floor level is only nine inches above the ground and four large doors make these ships as easy to enter or leave as an automobile. In addition, the whole rear of the nacelle aft of the passenger seats opens up to facilitate loading of bulky loads, or to permit use as an ambulance plane.

Design gross weight of the Major is 3,950 lbs. and of the Minor and Junior 3,450 lbs. Weights empty are 2,600 lbs. for the Major; 2,350 lbs. for the Minor; and 2,200 lbs. for the Junior; leaving respective useful loads of 1,350, 1,100 and 1,250 lbs. Payloads calculated for various ranges with no allowance for warm up, taxiing, take-off or reserve run from 416 lbs. at 880 miles to 972 lbs. at 195 miles for the Major; 166 lbs. at 1,122 miles to 722 lbs. at 242 miles for the Minor; and 316 lbs. at 1,051 miles to 872 lbs. at 233 miles for the Junior.

## Argentine, Spanish Lines Purchase C-54 Transports

Sale of five C-54As to Compania de Argentina Navegacion Doder and five C-47s to Iberia, Spanish airline, has been approved by the State Department, a department spokesman revealed.

In addition, Iberia, which is a government airline, is getting a quantity of airport equipment, including bulldozers, scrapers, dump trucks, etc. Negotiations in both cases were handled through the Office of the Foreign Liquidation Commissioner. The spokesman stated that selling equipment to Spain will (1) enable Spain to improve Madrid airport, not now suitable for four-engine operation, (2) permit Iberia to operate short routes to points within Spain and to Canary Islands and Spanish Morocco, connecting in Madrid with TWA, (3) help the airline standardize with U. S. equipment, and (4) insure Spanish support of U. S. fifth freedom policy.

## Argentina Forms Government Airline to be Called FAMA

The formation of a government airline in Argentina, Flota Aerea Mercante Argentina (Argentine Commercial Air Fleet), which is to be the nation's "chosen instrument" for international operations is announced in a recent dispatch. FAMA is actually a project of the Argentine army air force, which will retain control of the airline, it is reported. However, presumably to evade the U. S. ban on sales of aviation equipment to Argentine military forces, the new organization has been set up on a civilian basis and Argentine army pilots will be released from uniform for the purpose of operating FAMA flights.

It has also been reported that FAMA is preparing to apply to the U. S. for permits to operate from Buenos Aires to Miami and possibly to New York. Services between Argentina and other Latin American countries and Europe are also planned, it is understood.

The designation of FAMA as a "chosen instrument" would eliminate several existing companies from international air services under the Argentine flag. Pan American and TACA have each formed an Argentine subsidiary which so far has, not gone beyond the organization stage. Compania Argentina de Navegacion Doder has been very active in development work and has recently purchased several Sunderland flying boats from Great Britain and Douglas C-54s from the U. S.

## El Salvador Airline Gets Permits to Operate

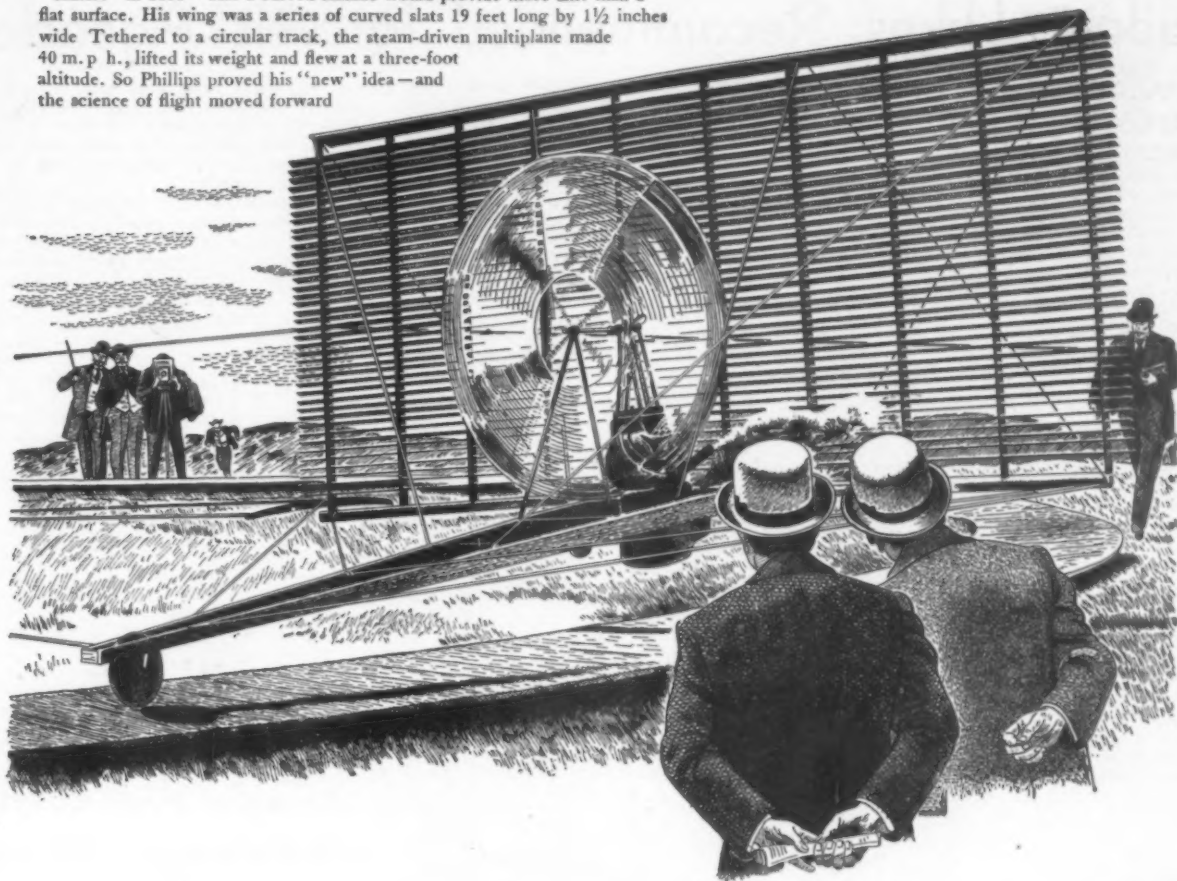
Latin American Airways, of El Salvador, which recently was allocated two DC-4 type (C-54A) aircraft by the Surplus Property Administrator, has obtained permission of the Salvador government to engage in scheduled and non-scheduled air transportation throughout Salvador and permission to operate services from Salvador to Costa Rica, Panama and Guatemala.

The company is headed by Benjamin Gonzales, of 20 Colonia Bloom, Salvador, El Salvador—operator of a flying school, private pilot and formerly connected with scheduled air transportation in Central America.

Proposed operations cover 1,200 miles of route. Gonzales later hopes to obtain permission to establish service to New Orleans.



Horatio F Phillips, of England, built this 330 lb. model to test his theory—"radical" in 1893—that a curved surface would provide more Lift than a flat surface. His wing was a series of curved slats 19 feet long by 1½ inches wide. Tethered to a circular track, the steam-driven multiplane made 40 m. p. h., lifted its weight and flew at a three-foot altitude. So Phillips proved his "new" idea—and the science of flight moved forward



## The Flying "Venetian Blind"

...it pioneered curved wing-surfaces

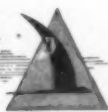
Note how man's wings have grown and strengthened. From fragile "Venetian Blind" to guy-wired biplane to *multicellular, internally-braced wing of metal*, pioneered by Northrop in 1929.

Trace on through developments like *split flaps* (Northrop, 1932) which increased the lift of wings. On to *retractable ailerons* (Northrop, 1941) which gave big airplanes faster take-off, greater maneuverability and slower landing speed. And now the Northrop *Flying Wing*, which eliminates fuselage, houses everything in the wing.

Yes, revolutions in design continue. They are a "must" for peace-loving nations as insurance against aggression. A "must," too, for cheaper, faster air commerce and transport.

And creating "firsts" in design is but part of the job. To keep advancing, aviation needs men of experience to prove and develop such ideas. Plus men of skill to produce them in quantity. Plus men trained to fly them on the missions of peace.

Today the aircraft industry must keep strong, keep going ahead.



# NORTHROP

Creators and Builders of the **Black Widow** P-61 Night Fighter and the **Flying Wing**

# Budget Hikes Recommended for Air Agencies

## NACA To Increase Facilities At Langley Field, Cleveland

THREE AGENCIES of government dealing directly with various aspects of civil and military aviation, both from the viewpoint of control and development, will receive increases in their 1947 fiscal year appropriations on the basis of recommendations submitted to Congress by the Director of the Budget on Jan. 21, and by subsequent action, taken by the House Appropriations Committee.

The new national budget, other than to mention prospective totals, did not include estimate of appropriations for either the War or Navy Departments whose expenditures will figure heavily in the postwar business of U. S. aircraft manufacturers. Budget Bureau recommendations for the military will be submitted sometime this spring.

Civil Aeronautics Administration is slated to receive \$69,508,000 in 1947 or an increase of \$18,418,000 over 1946. The Civil Aeronautics Board is recommended to receive \$2,432,000 or an increase of \$732,000 over 1946.

An increase from an estimated \$42,598,564 in 1946 to \$50,000,000 for 1947 is provided for the carriage of domestic air mail in the Post Office Department's budget. Foreign air mail obligations are increased from an estimated \$4,836,000 in 1946 to an estimated \$5,000,000 in 1947.

The budget for the National Advisory

Committee for Aeronautics would have received, under Budget recommendations, \$23,575,000 in 1947 compared with \$26,014,393 for 1946—a reduction of \$3,233,000.

But the House Appropriations Committee on Jan. 22 introduced the Independent Offices bill which would provide NACA with \$29,673,000 for 1947, an increase of \$2,925,000 over the Budget Bureau recommendation and an increase of \$2,865,000 over NACA's request for funds. The bill allows \$2,990,000 for construction and equipping Langley Memorial Aeronautical Laboratory and \$108,000 for additional construction and equipment at the Aircraft Engine Research Laboratory in Cleveland.

### Truman on Transportation

In his accompanying message on the State of the Union, President Truman had this to say about the general subject of transportation: "Civil Airways and airports will involve expenditures of \$35,000,000 under existing authority. Additional Federal expenditures exceeding \$20,000,000 (to be matched by states and municipalities) may be made during the fiscal year 1947 under airport legislation now in conference between the two Houses of Congress.

"Federal aids, subsidies, and regulatory controls for transportation should follow the general principle of benefiting the national economy as a whole. They should seek to improve the transportation system and increase its efficiency with re-

sulting lower rates and superior service. Differential treatment which benefits one type of transportation to the detriment of another should be avoided save when it is demonstrated clearly to be in the public interest."

In support of the increase for CAA, the Budget Bureau report states that by the end of 1946, there will be 39,000 miles of certificated airways and by the end of 1947, it is estimated that this will be increased to 43,000 miles. Expansion in the field of regulation and aids to navigation, opening of new offices abroad to look after the matter of safety in international flying, maintenance and operation of 110 traffic control towers, many of which will be taken over from the military services, and installation of ultra-high frequency radio ranges all enter into the increase recommended for CAA. One third of the increase is made necessary to meet new pay legislation.

With reference to CAB, the Bureau report states: "In 1947 it is anticipated that commercial aviation will expand greatly as it begins to reflect the lifting of wartime restrictions and the utilization of technological developments of the last few years. The 1947 estimates make provision for a widespread extension of the Board's work into international air transportation and a general acceleration of its work in the domestic field, both as to economic regulation and safety matters."

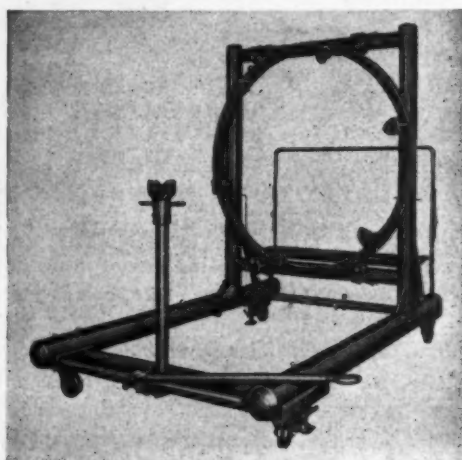
## Georgia High Court Unanimously Affirms Decision Favoring EAL

The Georgia Supreme Court, in a decision on Jan. 9, affirmed by unanimous vote the judgment of Fulton County Superior Court, Atlanta, in its ruling that Eastern Air Lines is not required to pay approximately \$1,000,000 in back taxes on aviation gasoline which the carrier transferred to its planes from storage at Atlanta Municipal Airport—one of the company's principal refueling bases.

The court held that "The provisions of the motor fuel tax law (Ga., L. 1937, p. 167), imposing an excise tax 'upon the sale or use of motor fuel,' does not impose the tax upon storage and withdrawal within the State of such fuel purchased outside the State and imported in tank cars and stored within the State and subsequently withdrawn only for fuel in airplanes operated exclusively in interstate commerce."

Litigation grew out of a levy of \$600,000 in back taxes made by the State Revenue Commissioner of Georgia against Eastern in 1944 after Attorney General T. Grady Head, of Georgia, had reversed an opinion given by the late Attorney General M. J. Yeomans in 1937 who ruled that Eastern was not liable for the payment of the tax. As gasoline withdrawals from storage at Atlanta in 1944 and 1945 were inferentially involved in this decision, the total figure today would have been approximately \$1,000,000. The case was handled before both the lower tribunal and Supreme Court by E. Smythe Gambrell, counsel for Eastern.

## The WHITING B-29 NACELLE ASSEMBLY UNIT



Here is a new assembly stand, specially developed for B-29 power plant assembly operations. For use both by manufacturers in assembly lines as well as in maintenance operations, the new unit is available in a number of modified forms. The rotatable

engine support and an adjustable work platform make all parts of the nacelle build-up easily accessible. Simplified, easily maneuverable, the B-29 Stand is another time- and trouble-saving unit in the Whiting line of matched handling equipment.

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# WHITING

CORPORATION



Aviation  
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## Congressional News in Brief

By Gerard B. Dobben

**S**OME COMPROMISE between House and Senate conferees on the important channeling issue of funds in the Federal Airport bill was expected as this was written. The committee was to resume its meetings Jan. 25 and considerable optimism prevailed ahead of the meeting that the three month's deadlock would soon be broken. It is expected that both sides would retreat somewhat. This might mean that federal funds for the smaller airports will be channeled through the States and funds for the larger Class IV and V airports will be handled directly through the Federal-Local set up.

Rep. Thomas G. Burch (D., Va.) chairman of the House Post Office and Post Roads committee, is expected to introduce soon a bill which will reduce the postage on domestic airmail to 5¢ an ounce. The bill is being drafted by the Post Office Department and thus will have the Department's blessing which is an important step in the legislative procedural route. Full Administration support for the bill is indicated.

Rep. John W. Flannagan, Jr. (D., Va.) introduced on Jan. 15, H. R. 5136—a bill to incorporate the Air Force Association. The purposes of the Association, as outlined in the bill, to encourage the development of a powerful air force for the security of the country and to educate its members and the public at large in the proper development of air power and to keep them abreast of new developments in the field of aviation. One of the incorporators has stated the Association probably would support proposals to unify the Armed Forces. Membership would be open to all honorably discharged men and women who served in the Air Force during either World War I or II or who may presently be serving in the Air Force. Gen. James Doolittle was elected president of the new association.

A bill to establish a National Air Museum within the framework of the present Smithsonian Institution has been introduced in Congress by Rep. Jennings Randolph (D., W. Va.). The bill, H. R. 5144, provides for appointment of a board of Trustees to maintain and administer the museum consisting of the Commanding General of the Army Air Forces, the Chief of Naval Operations, the Secretary of Smithsonian and two private citizens. The Air Museum would collect, preserve, and display aeronautical equipment of historical interest and significance; serve as a repository for scientific equipment and data pertaining to the development of aviation; and provide educational material for the historical study of aviation. Gen. H. H. Arnold, chief of the Army Air Forces, has commended highly the objectives of the bill and indicated that the first Wright airplane, now in London, would find a place in the new museum. Gen. Arnold urged haste in establishing the museum while all types and models of aircraft used in World War II are still intact and available.

The aviation industry generally has received a boost in spirit from the recent action of the House Appropriations Committee in reporting the Independent Offices bill which contains an increase of \$5,790,000 in 1947 appropriations for the National Advisory Committee for Aeronautics over Budget Bureau recommendations. Considerable credit for this increase is due to youthful Rep. Joe Hendricks (D., Fla.) new chairman of the Subcommittee on Independent Offices, which held the hearings. If Congress follows the committee's recommendations, it would tend to indicate that funds for research and development, both basic and applied, will be forthcoming in helping to keep this country in the forefront in both military and civil aviation.

President Truman on Jan. 23 sent to the Senate nominations for permanent rank of major general for three top Air Force officers—Lieut. Generals George C. Kenney, Carl Spaatz and Ira C. Eaker. All of these officers formerly held the permanent rank of brigadier general.

## California Aviation Bill Backed by Air Carriers

The four domestic airlines operating in California, American, TWA, United and Western, have agreed to support the bill introduced into the special session of the legislature creating a state aviation agency.

The bill, Assembly Bill No. 30, was prepared by a specially named aviation project committee in cooperation with an assembly interim committee. It provides for a California State Aviation Agency of five members to be appointed by the governor. The agency is charged with the development of the "usefulness to the public of aeronautics as a means of transportation and recreation, specifically including the encouragement of the establishment of a state-wide system of airports" and it is authorized to cooperate with the federal government and the municipalities in this respect. The bill stipulates the agency shall have no power involving the economic regulation of aviation or the safe operation of aircraft.

## House Committee Approves Weather Observation Setup

The House Agriculture Committee approved Jan. 21 legislation authorizing the establishment of weather observation stations across the Arctic region. The stations would be established either by the U. S. alone or in cooperation with other countries, principally Canada and Russia. Passage of the bill came after representatives of the Weather Bureau, the Army and the Navy said it was not only in the interest of the U. S. but essential to its security. Col. D. W. Yates, chief of the Army Air Forces Weather Service, said that he'd like to see a station located every 600 miles clear up to the North Pole, with one on the Pole itself.

He said most of the weather in the U. S. "builds up northwest of Alaska" in a region where there is now no accurate way to measure conditions. The U. S. and Canada, he said, are now experimenting with setting up weather stations on ice in the far north. The equipment would be flown in by glider. Yates said this country is "pretty far behind the Russians" in regard to Arctic weather reporting. He added that air operations are "entirely feasible" over the Arctic. The measure, already passed by the Senate, now goes before the House.

## Airlines Come First

Following a report by the CAB, War, Navy and Commerce Departments that the "purchase of surplus property by the commercial airlines is essential to assist them in transporting personnel in connection with the demobilization of the armed forces," the Surplus Property Administration has authorized the Reconstruction Finance Corp. to sell certain surplus specialized communications equipment to commercial airlines without first offering it for sale to claimant agencies of the local, State and Federal governments. The authorization is contained in Order No. 4 under SPA Regulation 2.

## Washington National's Report

During 1945 a total of 152,067 arrivals and departures were recorded at Washington National Airport, Hervey F. Law, manager, reports. A breakdown shows: air carrier, 76,143; military, 57,625; itinerant, 10,528; and local, 7,771. August was the busiest month with 14,834. Arrivals and departures for 1944 totaled 107,315.

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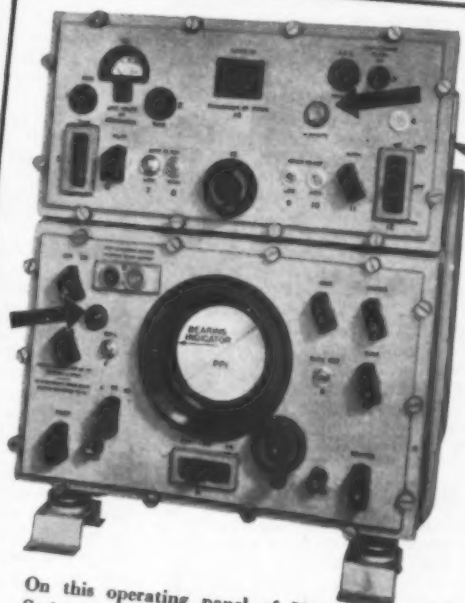
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Vital Navy Radar equipment protected from damaging moisture by Chandler-Evans Protek-Plugs!



In the recessed cover of an access door on this Navy Model SO Series Radar Transmitter Receiver Unit are two Protek-Plugs. Another, shown on the side of the case, serves as an indicator to tell when those inside should be removed and fresh ones inserted.



On this operating panel of Navy Model SO Series Radar equipment are shown the ends of two Protek-Plugs. These are also merely indicator plugs, telling when those within the unit have reached the saturation point.

Small, inexpensive little products — but CECO Protek-Plugs did a big job during the war. These transparent plugs are filled with silica gel, a substance with amazing adsorptive powers. Treated with a blue dye, they gradually turn pink as they reach saturation, indicating exactly when they should be replaced by fresh ones.

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# Northwest' Aviation Council Asks Airport Aid

## Group Opposes Regulation By Local Governments

**T**HE NORTHWEST Aviation Planning Council, which held a two-day session Jan. 21-22 in Boise, Ida., adopted resolutions calling for speedier CAB action on feederline applications and immediate passage by Congress of a Senate bill providing funds for nationwide airport aid through state distribution agencies.

The feederline resolution pointed out that an application by Empire Airlines has been pending before the Board for more than a year, and that Western and United Air Lines have applications long pending for expansions of service in the Northwest.

The Council went on record favoring continuation of the civilian pilot training program, while other resolutions asked for Congressional action in providing control towers on airports where needed; establishment of a uniform system of air marking to aid private flyers; that Congress give credit to communities for money spent on airports prior to passage of a national airport act; emphasis on a program of aeronautical research to develop private, commercial and military aviation; assignment of additional funds and personnel to CAA to increase present airport engineering services; Congressional action to make certain smaller communities have available feeder airline service when necessary; enforcement of zoning laws preventing erection of obstructions near airports; simplification of travel rules to and from Canada and Mexico.

### Dirty Ports Scored

John Paul Jones, Des Moines, Ia., attorney and speaker for Aircraft Industries Association, told the concluding session of the conference that private flying was the "Tobacco Road" of aviation, and flayed what he termed "dirty" conditions at private airports.

In earlier panel and general discussions, the Council heard speakers oppose state regulatory plans aimed at private flying. A group representing Oregon pilots voted to launch "a concerted drive to wipe out our larcenous financial regulations imposed by some Oregon counties and cities."

A panel of speakers representing private fliers agreed that airmen should organize to guard their rights and to stave off harmful laws. Dr. Harvey Casebeer, Butte, Mont., president of the Montana Pilots Association, argued that private flying is too expensive and that unnecessary state control of aviation acts as a damper on development.

Paul Morris, CAA official of the Seventh Region, told the conference that "you have to get to the public with your wants. If the public turns you down on an airport or other development, it's because you, the pilots, operators, and friends of aviation failed to convince the public."

The Council voted to make the organization a permanent body to present development plans and unified legislation for state and national consideration. The next meeting will be held at Butte, Mont., at a date to be announced.



## Twelve Skyraiders Delivered In One Day by Commonwealth

Commonwealth Aircraft, Inc. wheeled out 12 Skyraiders from its Fairfax Airport hangar at Kansas City recently in what is believed to be the largest mass-delivery of personal planes since the end of the war. Fully licensed and ready to be flown away, the planes had been stored only last August.

Consolidated Vultee Aircraft Corp. announces that its four-place Stinson Voyager 150 has completed CAA type certification tests. The Voyager was the

first aircraft to be certificated under the new Part 03 of the Civil Air Regulations, which are not compulsory until 1947. It was licensed both in the normal category for cross-country flight, and in the utility category for flight training.

Globe Aircraft Corp. reports that it has been granted a CAA Approved Type certificate on the new all-metal Swift. The company claims the Swift is the first postwar designed personal aircraft to receive such a certificate.

## Full Agenda for Meeting Of Non-Scheduled Group

Air navigation problems, safety and economic regulations, airports, state-federal relations, and new research developments were on the agenda for the CAA's Non-Scheduled Flying Advisory Committee meeting in Washington last week. Henry L. Child, manager of the flight test division of Curtiss-Wright Corp., recently was appointed executive secretary of the committee, which is composed of aviation leaders concerned with the promotion of personal and other non-scheduled flying.

## First Unit in Flightweight Line of Radios Described

The first unit in its Flightweight line of low-cost personal aircraft radio equipment to reach the market will be a two-band aircraft receiver weighing only 4¾ lbs. including power supply and shock mounting, Bendix Radio Division announces. Designated the PAR (Personal Aircraft Radio) 70, the new receiver will be available within the next few weeks. It provides for reception of regular broadcasts, radio range signals, control tower directions, and when a loop antenna is added, for aural-null homing. The frequency range extends from 200-400 and from 550-1500 kc. A built-in range filter is included as an added feature to provide clear voice reception of weather reports and airway control. Two models are being offered for use with a 12 or 24 volt system respectively.

### New Folder

Publication of a descriptive folder giving details of the new PS Series Stromberg Injection Carburetors for light aircraft is announced by Bendix Products Division of Bendix Aviation Corp. at South Bend, Ind.

## 'Real Civil Flying Boom' Possibility, Says Burden

The United States has the makings of "a real civil flying boom," but it can be "a brief bubble that bursts or a sound and lasting growth," depending on the development of better aircraft and a better airport system, Assistant Secretary of Commerce William A. M. Burden told the American Road Builders Association meeting in Chicago.

Pointing out that "we have about 3,000 airports for the more than 16,000 communities of the nation," Burden declared that "no matter how fine a plane the aircraft industry builds, it will be of little value unless our present airport system is improved drastically."

Burden reported that "we have improved our airport situation somewhat during the war years, but not in the direction most needed for peacetime aviation." There are 800 of the largest categories of airports today, against none in 1939, but the total number of small airports, he said, has climbed only a little beyond the 1939 level, despite tremendous increases in the number of airport users.

Burden expressed the hope that the House and Senate soon would reach a compromise on the federal aid aircraft bills, warning that delays will mean that work will not begin until the 1947 construction season.

### New Parachute Harness

A new commercial type of parachute harness, quick-fitting and adjustable to any wearer in three seconds regardless of his size or weight, has been announced by the Pioneer Parachute Co., Manchester, Conn. The harness permits the wearer to put on a chute while in a sitting position. Chest and leg straps are snapped in the usual way. A simple tug at leg and chest straps automatically draws the harness to a perfect fit. The harness is easily loosened by a tug at the chest and leg strap fittings.



# CAA Study Points Up 3 Basic Airport Needs

## More Emphasis Required On Terminal Buildings

"AIRPORT BUILDINGS", an objective and comprehensive Civil Aeronautic Administration treatise on constructive planning principles for air terminal structures, is scheduled for publication soon by the Government Printing Office.

Prepared under supervision of Marc Thompson, former chief of the CAA Building Design Section, the booklet is designed to show how airport buildings may be planned to handle the ever growing demand and need for improved facilities at airfields. Experiences and opinions of many men throughout the country were correlated and digested to obtain a solid basis for the study, including those of airport managers, city officials, airline personnel, architects, engineers, and federal officials in the Post Office Department and Customs and Immigration Service.

The contents are divided into consideration of two main types of airports, terminal airports or those served by scheduled airlines, and personal-flying airports.

### Three Problems

There are, according to the CAA study, at least three basic problems that must receive attention before satisfactory building plans for an airport can be evolved:

(1) Obtaining the services of a competent architect with intimate technical knowledge of the ground needs of aviation. While this seems self-evident, many communities surprisingly were found to have ventured into the planning of airport buildings without taking this step.

(2) Determining which airport is to be the terminal airport, where the need for such a decision is present. Unfortunately, some communities have proceeded with plans for terminal buildings while there still was controversy over the site to be selected. Just as the master plan for the terminal airport should be developed in advance of plans for the terminal building, so should the master plan for the city be developed before the master plan for the airport.

(3) Making certain that sufficient area for building is available to the planners. In designing an airport, the primary consideration has always been planning of the runways and taxiways. As a result, the landing area may be capable of accommodating an increased volume of air traffic, but the buildings are hopelessly inadequate.

The terminal airport, which will usually accommodate "mixed flying" at least in the beginning, should be designed for the maximum eventual development, no matter how little is built in the original construction. All buildings, roads, and areas, for immediate or prospective construction, should have a specified location, with no structure in a "temporary location" with small chance that it will ever be moved.

Some of the recommendations outlined for the terminal airport are:

(a) The administrative area should be as close as possible to the geographical center of the field, placed on the side of the airport closest in travel time to the city.

(b) Important factor in determining the

### Two Airport Studies

In 1944 the Civil Aeronautics Administration designated Marc Thompson, chief of its Building Design Section, to undertake a nationwide study of airport terminal facilities with the purpose of providing intelligent planning principles for airport buildings. The outcome has been not one report on air terminals, but two—one of them the official CAA document prosaically titled, "Airport Buildings," and the other a provocative "What's Wrong With Our Air Terminals?" feature in the January Issue of "The Architectural Forum," based on the Thompson study for CAA. A brief preview of the CAA booklet, now awaiting publication at the Government Printing Office, is presented herewith, along with some of the pertinent criticisms of air terminals contained in "The Forum" article. Thompson recently left the CAA to join Walter Dorwin Teague, industrial designer, as consultant on airport terminal facilities.

shape of the apron is that of placing the most distant plane berth within the shortest walking distance from the terminal building lobby.

(c) If personal flying is provided for at the terminal airport, it should be assigned an area of its own, not necessarily adjacent to the administrative area.

(d) Since maintenance buildings are not directly dependent on the terminal building, in large operations they should be separated as much as possible from the latter to avoid congestion.

(e) Areas close to the terminal building are the preferred locations for parking of airline planes. In the future large airline planes probably will not be stored in hangars, but for profitable operation must be kept in the air most of the time and thus parked in the open during the small period of time they are grounded.

(f) The area between the administrative area and the public highway can be put to good use if planned as a park. Thus, it can be useful not only for appearance but for expansion of the car parking area and additional revenue facilities, such as swimming pools, tennis courts, gasoline service station, and possibly a drive-in restaurant.

(g) Allotting the planting strip around the property for trees, shrubs, and grass will greatly enhance appearance of the airport from the public road, and, if wide enough, provide a possible area for parking private cars for the personal flying and maintenance areas.

(h) To be profitable, revenue buildings, which are structures not absolutely necessary for the functioning of the terminal but which augment its service and income, should be near the terminal but not so close to interfere with functioning of the latter. These might include offices, other than those for airline operations and ticket agents which belong in the terminal, hotels, airplane sales display, garage, retail shops, newsreel theatre, and spectator space.

(i) The terminal group of buildings houses those facilities concerned with the actual handling of passengers, baggage, mail, and express. Four possible units in this group are concourse, terminal building, customs and immigration, and mail and express, and each must be capable of expanding separately. Detailed suggestions on how this may best be accomplished are made.

In addition to setting forth principles of design and general architectural characteristics in the text, the study is enhanced with sketches showing the relation of the various facilities in regard to each other.

## Thompson Report Flays Terminal Facilities

"Inefficient," "inadequate," "poorly planned," and "badly located" describe in a general way the verdict of the average air traveler in judging most air terminal facilities. With the airplane soon to become an everyday transportation means for the masses, the problem promises to grow in aggravation unless extant terminals are improved and future ones designed for new crowds as well as new planes.

Presenting this as one of air transportation more pressing headaches, a "What's Wrong With Our Air Terminals?" article in *The Architectural Forum* for January offers alleviation in the form of some planning principles to meet immediate needs and provide for future expansion.

"The pre-war romantic haze that softened the harder edges of commercial flying has worn pretty thin," declares *The Forum*. "The average air traveler today thinks not of the now-accepted freedom of the skies, but of the series of unscheduled waits every plane journey entails."

Based on a recent study prepared by Marc Thompson for the CAA, the article contains many of the ideas and principles incorporated in the CAA booklet, "Airport Buildings" which is previewed elsewhere on this page.

However, while the CAA study passes no judgment on specific terminal facilities, *The Forum* story cites and illustrates examples of poor air terminal planning, including the following:

"Tampa's terminal building is located on far side of airport from city center. Auto traffic must circle field to reach building."

"Oakland's terminal cannot expand due to insufficient building area and crowding of adjacent hangars. Plan should provide for lateral additions to terminal."

"Seattle's administrative area is an excellent example of the lack of air terminal planning—crowded, patched, inefficient, hopeless."

"Denver's air passengers must fight their way to planes through uncontrolled spectator crowds, indicating the need for separating traffic by type. Best scheme puts spectators on separate level."

"St. Louis has no concourse to protect passengers from terminal to plane. The open-air waiting room is 'clearly inadequate in bad weather.'"

"Kansas City's inadequate concourse is now misused for ticketing and waiting, destroying its value for baggage and passenger circulation."

"Detroit's wastefully-high lobby is an ugly mess of overlapping commercial activities better housed elsewhere. Terminal should be used for passengers."

"Chicago's dingy restaurant makes no use of always-interesting view of the field, no attempt to cater to airline's numerous upper-bracket travelers."

"Charlotte's symmetrical little terminal is made even more pompous by its monumental stairway, an especially inconvenient feature in bad weather."

"New York's terminal, like others, needs a separate mail and express building to relieve congestion. Short truck platform at narrow end of building is obviously inadequate."

"San Francisco's air terminal had no expansion plans and (an) unfortunate office wing is the result. Design clashes with pretentious tile roof and arcade of main building."

## EVERY LAKE AN AIRPORT

### Plethora of Landing Spots

Some day, there may be an airstrip every few hundred miles around the world. How long that will be nobody knows—but authorities agree it will take at least a few generations. Construction of airports, even in the United States, is lagging way behind the potential uses of the flying machine.



Self-evident, therefore, is the vast utility of the amphibion—which can land and take off on both firm ground and water. For there are tens of thousands of water "bases," within a few hundred miles or less of each other, all over the world. Safe it is to say that any amphibion with a thousand-mile range or more can get to and from any spot on this globe without benefit of airports.



### Problem of Troubled Waters

There is a considerable "backbone" in waves when they are hit hard. An airplane needs speed to take off, and reasonably fast forward motion to land without damage. Primary problem of day-in and day-out use of amphibions,

therefore, is the ability to take waves.

Weight and strength are inseparable. Since an amphibion hull must be big enough to float the plane, it represents a big load—all the more so, when that hull has to be strong enough to slap sizeable waves out of its way.

To build a practical amphibion, you must be both an airplane and a speedboat engineer. And if you want load capacity and range after allowing for a strong, seaworthy hull you have to be good at both kinds of engineering.

### Amphibious Transport

Engineers and aircraft workers at Columbia's Valley Stream plant proved



their ability to build a rugged amphibion which could go places and do things which other planes could not. Columbia "Ducks" performed notable war service throughout the far-flung fronts of the amphibious war, and from cruisers and carrier decks as well. Their ability to "take it" became legendary.

Now Columbia workers are putting the finishing touches on a new and larger amphibion, with greatly increased load and range. More impressive in size, streamlined appearance and performance than the "beloved Duck," the new plane has all the ruggedness and reliability of its predecessor. Details of its extraordinary capabilities are available on request. They will have interest for all who trade or transport to out-of-the-way places and seek speed without benefit of airports.

**Columbia Aircraft Corporation,  
Valley Stream, New York.**

## Wallace Depot in Spokane Attracts Many 'Bush Men'

Hand tooling of spare parts for vintage aircraft no longer in manufacture has been developed into a fine art by Hillford R. Wallace, of Wallace Air Service, Spokane, Wash. Alaskan "bush" operators are Wallace's chief customers. They bring their Curtiss Kingbirds, early Fairchild, Pilgrims, Travelairs, Bellancas, Lockheeds, Boeing trimotors and other obsolete types to Spokane in large numbers.

Wallace tools the required parts, installs them, and the work is certificated by a CAA inspector at the base. The Alaskan flyers retain a fondness for the older model planes, he reports, because of their load-carrying ability. "No plane has ever been built to do the specific hauling job they must do," he says. So-called "executive" planes nearly always wind up in the hands of the "bush" men who strip and reinforce them, and then start carrying anything and everything in competition against dog and mule teams.

In addition to its repair depot, with 30 mechanics, Wallace Air Service operates charter and flight training activities from its bases at Spokane and at Pullman, Wash. With 15 aircraft, the firm runs trips for hunters and fishers, cargo and passenger flights, and occasional ambulance flights. The company originally was formed in 1939 to operate flight training for the Navy at Gonzaga University and for the Army at Washington State University and the University of Idaho. Prior to that, Wallace, who had been a pilot-salesman for the Curtiss-Wright Flying Service at San Francisco, was engaged in aerial photo-mapping activities with six Fairchild 71's. The Wallace Aerial Surveys, formed in 1932, undertook numerous photogrammetry missions in Alaska and South America for U. S. governmental bureaus.

A dealer for Piper Cubs since 1936, Wallace recently became representative in the Northwest region for Republic, Globe, Swift and Bellanca.

## Airport Planning in Local Communities on Upswing

Airport planning in local communities has shown a sharp increase since the end of the war according to figures compiled by the Airport Planning Division of the Civil Aeronautics Administration.

Many hundreds of towns have requested information regarding airport development; a great number have asked for details concerning Federal aid. Construction actually is under way at other locations. Among these are: Harrison, Ark.; Dubuque, Guthrie Center and Perry, Ia.; Wichita, Kans.; Worcester, Mass.; Pellston, Mich.; Bartlesville and Okemah, Okla.; Dimmit, Floydada, Graham, Lampasas, Lufkin, Mason, and New Boston, Texas; and Parkersburg, W. Va.

### Wiggins Gets Fourth Base

Under an agreement with the Newport Aviation Commission of Newport, Vt., Wiggins Airways, Norwood, Mass., will operate the Newport airport, starting this spring. Newport will become the fourth aircraft service base for Wiggins which now operates out of Boston, Westfield and Norwood, Mass.



## Unnamed, Unknown, **1**<sup>st</sup> Unsung but Still...

After compiling more "firsts" than any of its combat sisters, the Honeywell test bomber, a B-17 Flying Fortress, has been officially grounded, never to fly again.

Stripped of turrets, guns and armor plate, the bomber, designated as 41-19210, but called 210 by its crew, is being transferred to the University of Minnesota's Aeronautical Engineering Department by ATSC after serving more than three and one-half years in Minneapolis as the dogship for a long list of automatic control devices jointly developed by technicians of the company and the Air Forces.

### *The Honeywell test ship was the*

1. First bomber equipped with an electronic automatic pilot
2. First plane equipped with an automatic leveling bombsight
3. First plane equipped with a steering motor tying in radar with flight control
4. First plane equipped with an electronic formation stick
5. First plane equipped with electronic, four-engine turbo supercharger control and many firsts in blind landing equipment.

From these accomplishments you can readily see how Honeywell creative engineering can and will help you improve performance of all types of aircraft.

The Honeywell program includes a complete flight research department, test aircraft, and thousands of dollars worth of testing equipment. In addition, trained application engineers, with broad experience in the use of aeronautical and industrial controls, will collaborate with aircraft manufacturers and airlines in developing the most practical equipment for each specific problem. Their work includes consulting service and flight testing at the customer's plant. These men can help you in the application of Honeywell equipment to your control problems.

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### The *Four Indexes* (**OVER 100 PAGES**) give quick access to the above:

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# Revenue Regulations May Complicate Ticketing

## Expected to Discourage International Roundtrips

**B**UREAU OF INTERNAL REVENUE regulations which require that a 15% transportation tax must be paid on the full cost of a ticket paid for in this country, even though most of the cost is to cover travel in a foreign country, will undoubtedly complicate ticketing procedures in international air transportation travel and discourage to some extent purchases of round trip tickets.

In its booklet entitled Regulations No. 42, the Bureau of Internal Revenue states: "The taxability of a payment for transportation is determined strictly by the place of payment, i. e., whether within or without the United States. The place where the transportation service is furnished has no bearing on the tax. Thus, a payment made within the United States is subject to tax even though the transportation is wholly without the United States, and, conversely, a payment made without the United States is not subject to tax even though the transportation is wholly within the United States."

Traffic officials of U. S. International Flag lines have come to learn that this U. S. tax policy will minimize considerably the benefits accruing from round trip purchases at reduced rates. For instance, the published rate for airline passage between New York and London is \$375 one way, or \$695 for a round trip. With the tax added, the one way rate is \$431.25, or \$799.25 for the round trip. If the return ticket is purchased in London, tax free, then the total cost of the round trip would be \$806.25. Thus the American traveler, paying for a round trip ticket in this country, actually saves only \$7 although the air carrier actually has reduced the cost of round trip over the two-way single passage by \$55.

### Likes Standardization

The average American airline traveler has come to appreciate a standard airline practice in this country which permits him to buy a through ticket at its source, even though his travels may carry him over the systems of three or four airlines. It is doubtful if he will be able to afford this convenience when attempting to make similar arrangements for widespread travel in Europe.

Under the Internal Revenue Bureau regulations, he would have to pay the full 15% tax, if, for instance he purchased a ticket which provided for travel from New York to London, Paris, Rome, Athens, Vienna, Berlin, London and back to the United States. This would be true whether he bought his ticket in this country for passage aboard a U. S. Flag carrier or on some foreign airline. However if he was able to avoid payment of the 15% tax for travel in Europe, obviously he would be required to buy his tickets abroad at points where he would not have to pay transportation taxes.

This situation, it is pointed out by airline officials, complicates air travel because of the necessity for exchanging dollars into the currency of foreign countries. It all adds up, they say, to an inconvenience and expense to both the American traveler and the transportation company.



Photo Shows Interior Arrangement of PCA DC-4

## PCA Inaugurates Service With Four-Engine Planes

Pennsylvania-Central Airlines became the first domestic carrier to inaugurate DC-4 service when it put the first such transport of 16 it has ordered on a run linking Washington with Chicago and Norfolk Jan. 20. The new Capitaliner will make two round trips daily from Washington to Norfolk with a flight time of 44 minutes, and one daily round trip to Chicago with a flight time of three hours, 24 minutes. More of the larger transports will go on schedule within the next few weeks and by April, according to J. J. O'Donovan, PCA vice president, the com-

pany expects to have its full fleet in operation.

The company presently makes only a fuel stop at Detroit, pending arrangement of passenger and cargo facilities at the Wayne County Airport.

No increase in fare has been made with the institution of DC-4 service. To handle the larger number of passengers, two hostesses are on each flight. While PCA's DC-4 has a capacity of 56 passengers, initially the company is loading only to 54.

## United Orders Fleet Of 35 Pressurized Planes

A fleet of 35 twin-engined 300 mph. transports—the first of such planes to have pressurized cabins—has been ordered by United Air Lines from the Glenn L. Martin Co., W. A. Patterson, UAL president, has announced. Cost will be approximately \$9,000,000, with an option being held for purchase of another 35 later.

Pressurization of the cabins adds over \$1,000,000 to the cost of the fleet but the expenditure is justified, Patterson said, for passenger comfort provided and improved schedule performance, including faster descents into airports. Other new features of the airliners will be jet thrust augmentation for extra speed, heat deicing for wings and tail, and electronic automatic pilots for use in automatic instrument landings as well as in regular airway operations.

The new planes, designated as Martin 303 with modifications from the 202, will begin replacing UAL's DC-3s in 1947, and along with pressurized four-engined DC-6s will provide low altitude comfort at high altitudes over all sections of the company's system, Patterson stated.

The 303 will cruise at five miles a minute, while carrying 40 passengers, their baggage and 2,000 pounds of cargo.

## Three Hotels Among Building Projects Planned by Pan Am

Three hotel properties are included in 22 design and building projects Pan American Airways has started at points on its Latin American routes, according to Pamela Drake, design counsel for the Latin American Division of PAA. The hotel projects include resort-type stop-over accommodations at Belem, Brazil with air conditioned cocktail lounges, dining rooms and special hotel accommodations. The other two are at Port of Spain, Trinidad and Camaguey, Cuba. The other projects include modernized ticket offices and airport facilities in Brazil, Virgin Islands, Puerto Rico, Jamaica, Mexico, Honduras, Nicaragua and Cuba. Miss Drake, who has supervisory charge of the 22 projects, has been in Los Angeles the last week making plans for new facilities Pan American is to install at the Los Angeles Municipal Airport.

## Five C-47s Added to Fleet Of National Skyway Freight

The addition of five C-47s to the National Skyway Freight Corp. fleet and removal of the company's operations and maintenance base from Long Beach to the Los Angeles Municipal Airport is announced by Robert W. Prescott, president.

## Airlines, Truckers Have Common Cause, Ramspeck Declares

Motor truck carriers and airlines have a common cause in the fight against integration and super-monopolies in the transportation field, Robert Ramspeck, executive vice president of the Air Transport Association, told the annual convention of American Trucking Associations, Inc., in Cincinnati last fortnight.

"It is charged," he said, "that the more powerful of the railroad systems of the U. S., acting individually and through their national and state associations and through other organizations having members sympathetic with them in their views, are leading . . . drives to obtain legislation that will enable them to acquire, own, operate or control another form of carrier—'partial integration'—or make possible the creation of transportation companies in which they as the dominating factors will have the right and power to acquire, own, operate or control any and all types of carriers, common or contract—that is, 'total integration'."

The "anti-integrationists", those opposed to creation of a few super-monopolies in transportation, Ramspeck declared, should continue their fight against breakdown of competition among the various forms of carriers.

Other important problems meriting united effort by truck and aircraft carriers for their solution, Ramspeck pointed out, are:

(1) Issue of governmental regulation—federal, state or both—and the nature and degree of such regulation. Airlines, he said, believe that the current 79th Congress should forthwith finally dispose of the issue and place common carriers by aircraft engaged in interstate and foreign commerce under the sole and exclusive jurisdiction of the federal government. Such action would leave to the states jurisdiction only over purely intra-state operators.

(2) Federal regulatory agencies. Closely related to the federal-state regulatory problem is that involving federal agencies charged with regulating the carriers in the public interest, Ramspeck stated. In view of the airlines' excellent record of achievement, he explained, the air transport industry is at a loss to understand the reasons which are caus-

ing agitation in certain quarters for scrapping the CAA and CAB and transferring their duties to the ICC.

(3) Special taxes and fees by federal, state and municipal taxing jurisdictions. "Multiple taxation" on federal, state and municipal levels was described as a serious burden which, in the eyes of the airlines, is not only improper and unfair, but fraught with dangers to the future welfare of air transportation.

## Transport Notes

**To Resume Service**—Pacific Airlines, which suspended during the war, plans to resume intra-state operations between Los Angeles and Sacramento in February.

**Agency Named**—Panagra has named McCann-Erickson, Inc., New York, to direct the airline's domestic national advertising.

**Magazines Flown**—United Airlines is flying approximately 11,000 pounds of *Newsweek* magazines each week from Chicago to the Pacific Coast on chartered DC-3s.

**Sets Up New Office**—Pan American Airways has established a new office in the Dillingham Transportation Building, Honolulu, to expedite air express shipments to and from the U. S.

**Revenue Passengers Up**—Braniff Airways carried 388,000 revenue passengers during 1945, up 57% over the previous year.

**New Ticket Office**—American Airlines has acquired a new ticket office in Newark, N. J., situated in the National Newark Building.

**Travelog Published**—Braniff Airways has published a new "Travelog," an encyclopedia of travel information containing indexed travel notes on each city served by the airline.

**Convention Bureau**—Trans-Canada Air Lines has set up a Convention and Meeting Bureau in the company's traffic headquarters in Winnipeg. Specialized service to convention travelers in the U. S. and Canada will be offered.

**Traffic Promotion**—Western Air Lines' traffic department is notifying air travelers that ODT travel restrictions do not materially affect space on the carrier. Seats are available, says promotional literature.

**Transatlantic Record**—Pan American Airways carried 20,025 transatlantic passengers during 1945, more than 50% more than in 1944.

## Executive

Col. C. C. West Jr., has returned to Continental Air Lines as senior vice president after four years of active duty with the ATC.

Maj. Gen. Einar E. Adler has been named vice president and general manager of Aerovias Braniff, S. A.



Waldorf      McFerron      Adler

## Miscellaneous

Col. Harry C. Short has been named director of planning and research for Continental Air Lines. He formerly was manager of Continental's modification center.

Gail G. Phillips has been named promotion manager in the public relations department of Pennsylvania-Central Airlines; Thomas T. Hinman to assistant to the executive vice president.

Lt. Col. Thomas M. Murphy has returned from the Air Transport Command to become assistant to Western Air Lines' president, William A. Coulter.

Ray Johnson, wartime head of Continental Air Lines' maintenance and engineering departments, has been promoted to superintendent of maintenance.

Capt. Phares McFerron has been appointed system superintendent of flying for TWA. He was formerly eastern division chief pilot.

Col. Arthur H. Stanton has been named director of personnel and training for Braniff Airways. He was formerly chief of personnel and base service in ATSC for the nine-state Southwestern area.

## Operations

Richard A. Ashby, who served in the AAF as a second lieutenant, has returned to United Air Lines as Western regional superintendent of station service. E. C. Thomas, assistant to Seely Hall, vice president of Western operations for United, has been appointed station manager at Lockheed Air Terminal, Burbank, Calif.

Col. Loyd C. Waldorf has returned to Mid-Continental Airlines as a captain after three and a half years on active duty with the AAF.

## Traffic

Lt. Gerald G. Hogan, who spent four years as a carrier-based U. S. naval aviator; Grenville Chapin Braman, former lieutenant in the AAF; and Arthur C. Jaros, also lieutenant in the AAF, have been appointed traffic representatives for Pan American-Grace Airways in Lima.

Paul E. Ilman has returned from the AAF to become TWA reservations manager in Boston. TWA has appointed Charles L. Holmes, Jr., and W. R. Campbell as senior traffic representatives for the company's international division. Holmes has been in the Navy and Campbell has been a foreign travel expert with American Express Co.

Herbert D. Ford, who has been associated with American Airlines since 1931, has been appointed to the newly created position of director of passenger sales with headquarters in New York. J. Clarke Ferguson succeeds Ford as regional passenger traffic manager in Chicago.

Juan Homs, Jr., has replaced H. F. Heim as sales manager in the Midwest territory for Pan American Airways since Heim has been named tour promotion manager for the company.

George E. Hatch, formerly DTM at Chicago for United Air Lines, has been named DTM at Portland, Ore., following his return from the Navy. John Standish has been appointed assistant traffic manager at Portland. Chris Morley, of United's Los Angeles office, has been promoted to assistant to the western sales manager with headquarters in San Francisco.

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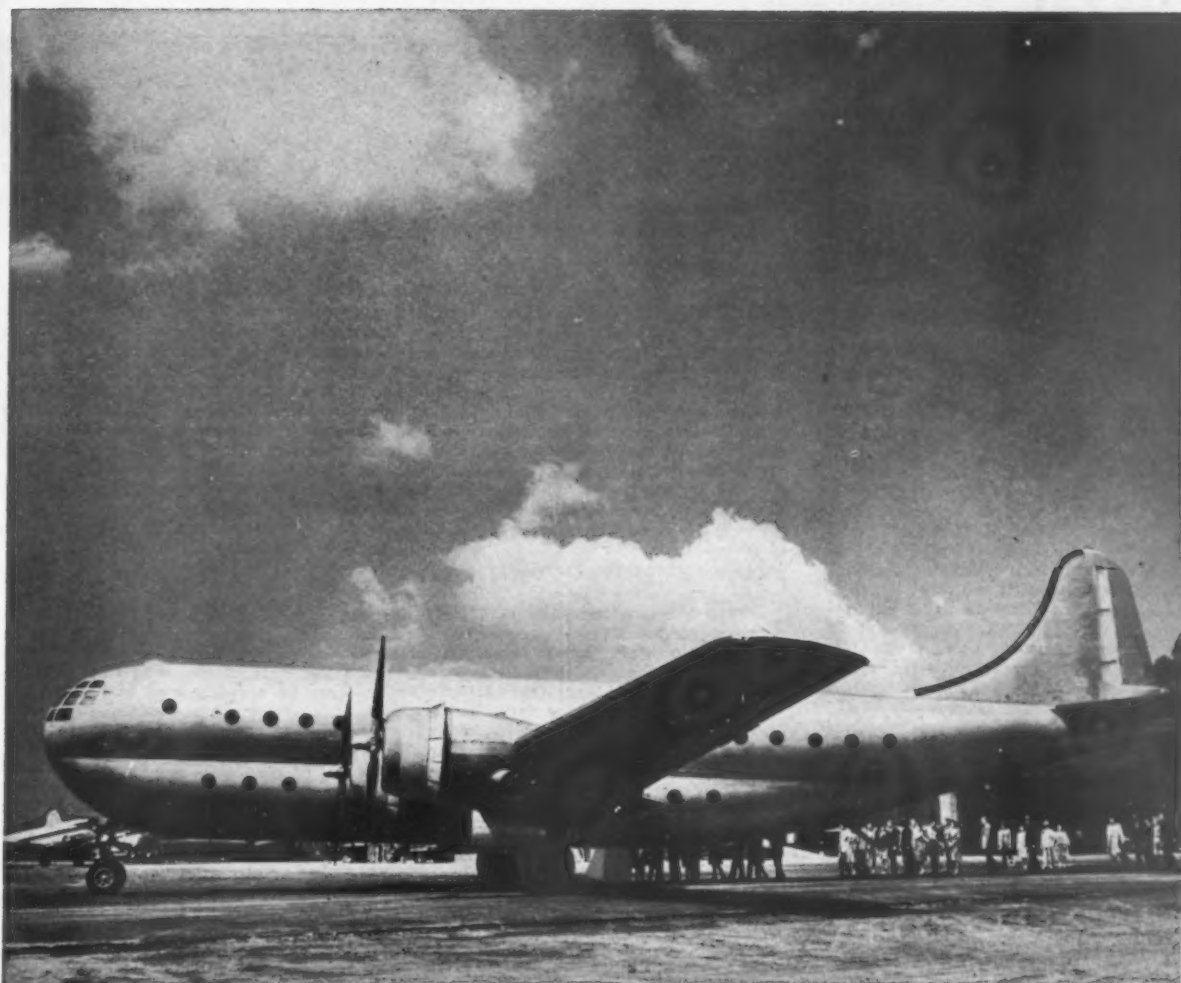
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## Don't look now!

The Boeing Stratocruiser hasn't been delivered to any airline—yet. But that day is coming. The sleek, double-decked planes—big brothers of the Boeing B-29's and twins of the record-breaking Army C-97's—are now being built in Boeing plants.

To every one who looks forward to a new era in air travel, the Stratocruiser offers:

**NEW SPEED**—cruising at 340 miles per hour; coast to coast between lunch and dinner; across the Atlantic in daylight or overnight.

**NEW COMFORT**—spacious interiors, with luxurious chairs or berths and plenty of room to move about; smooth, even flight; air-conditioned, sound-proofed cabins; comfortable, normal pressure at all altitudes.

**NEW ECONOMY**—reduced fares, yet more profitable operation for airlines, made possible by unprecedented low operating costs.

**NEW CONVENIENCES**—a unique lower-deck lounge, reached by stairway from main cabin; attractive powder rooms and lavatories; roomy, fully equipped galley for tasty meals aloft.

The Stratocruiser embodies outstanding aerodynamic and structural advances not found in any other transport airplane. The Boeing "117" wing is just one example. Designed for the B-29 Superfortress, it made possible the speed, range and carrying capacity that were such vital factors in shortening the war. The advantages it gives the Stratocruiser are equally outstanding.



The Stratocruiser inherits the stamina and flight characteristics of the famous Boeing B-29 Superfortress.

The Boeing Stratocruiser brings to commercial flight the same skill and experience in research, design, engineering and manufacture that gave America the B-29 Superfortress,

the B-17 Flying Fortress and other great four-engine aircraft. "Built by Boeing," it's built to lead.

# BOEING

## Northwest Airlines Creates Several New Executive Positions

A comprehensive organization plan which creates several new executive positions is announced by Northwest Airlines. The plan provides for five new vice presidents—two of them designated to implement a regional reassignment of authority; an executive vice president, who fills a newly-created position; and a new treasurer.

E. I. Whyatt, who has been vice president and treasurer, was chosen for the position of executive vice president. W. Fiske Marshall, who has been general operations manager, becomes vice president-operations. A. E. Floan, secretary and general counsel, was elevated to the position of vice president, secretary and general counsel. Linus C. Glotzbach, who has been executive assistant to the president, was named vice president and assistant to the president.

Under a policy of decentralizing authority in certain fields, two former pilots were chosen regional vice presidents. Frank C. Judd, formerly general manager of the western region, was named Western regional vice president. R. L. (Lee) Smith, formerly general manager of the eastern region, was named eastern regional vice president.

With the elevation of Whyatt, L. S. Holstad, who has been assistant treasurer, was made treasurer. K. R. Ferguson, who has been vice president-engineering and planning, and R. O. Bullwinkel, vice president-traffic, complete the vice presidential roster.

## PCA Announces Plan For Decentralization

Pennsylvania-Central Airlines last fortnight activated a new decentralization plan. The plan calls for (1) creation of three geographical regions within the company's system, with each to be administered by a regional vice president; (2) creation of districts, each embracing the trading area of a city served by PCA, to be directed by district general managers; (3) revision of the top management organization to divide responsibilities of the president with a new executive vice president and executive assistant to the president.

The two new top positions on the president's staff already have been filled. J. H. Carmichael, former vice president-operations and veteran pilot, has been elected executive vice president; Hayes Dever, corporation secretary, has been made executive assistant to the president.

PCA's Eastern and Western regional vice presidents already have been named. They are:

Col. Richard E. Fell, formerly of the Air Transport Command and an aviation figure for 18 years, as vice president in charge of the Eastern Region, with headquarters in New York.

Robert M. Averill, former attorney and agent of the Federal Bureau of Investigation, a PCA executive for five years, as vice president in charge of the Western Region, with headquarters in Chicago.



ONE THING for which the airline business has always been noted is the fact that the men at the top knew practically everyone in the company by his first name . . . Of course, in the old days it was sometimes possible to get everyone who worked for the company into one room—and not a very large room, at that . . . Now that the airline business is a big business there's been some feeling that executives won't be able to keep this close relationship with employees . . . However, the other day we were talking with Paul Richter, vice president of TWA . . . Paul has been out of the Navy only a short time and he's been up to his ears in work involving pilot pay negotiations . . . It was particularly heartening to hear him say: "You know, one of the things I regret most is that since I got back I haven't been able to see even 5% of the people who work for the company. When things get straightened out I'm going to take a couple of weeks and visit every station on the system" . . . We're glad there are men like Paul Richter, W. A. Patterson of United, C. R. Smith of American and several others we could name who aren't going to let the size of the industry throw them . . .

There was a luncheon in Washington the other day to honor Robert Ramspeck, former Congressman from Georgia, as he took over as executive vice president of the Air Transport Association . . . In his speech he gave some of his impressions of the industry from the standpoint of one who has just become a part of it . . . One of these impressions, we are delighted to report, was that airport limousine fares are too high . . . We wrote a piece about this a couple of months ago, pointing out how limousine fares were way out of line when compared with air fares . . . The response was quite favorable . . . But we want to know when someone is going to do something about it . . . How about someone in the industry taking the lead in bringing these fares into line? . . . Meanwhile we go on shelling out \$1.15 a crack and that hits where it hurts—in the pocket book . . .

A bouquet to American Airlines for two recent catchy advertising phrases . . . One, relating to domestic routes, said: "Compare the Fare—You'll Go By Air" . . . The other, on international travel: "Every Day is Departure Day to Europe on American Airlines System" . . . We think they're good . . .

This story ought to be appreciated by a lot of you fellows who work for airlines and who have been transferred from city to city during these many long years . . . A friend of ours was working for an airline in Washington and several months ago he was transferred to New York . . . So he sold his house and bought one in the big city . . . A couple of weeks ago (less than a year had elapsed) he was transferred back to Washington . . . So, leaving his family in New York, he came to Washington to learn his new duties and to find a new house . . . In case you haven't heard, Washington is no place to find a house, and he was frantically reading newspaper ads and talking to real estate men . . . Returning to his office after another unsuccessful expedition, he had a phone call from the vice president of the company, who asked him if he'd bought a house . . . Upon receiving a negative answer, the vice president said, "Well, don't—you've been transferred to Pittsburgh" . . . This, we believe, is the quickest double transfer in history, or do you know of a faster one? . . .

You girls who are in the airline business don't know how lucky you are . . . A trade school advertised in a Washington newspaper recently—it seems that they want to train women for airline work . . . It says in the ad, in capital letters, that the airline business is the "world's most glamorous industry" . . . And, it says here (in quite large print) that in this business you will "talk with pilots by radiophone; meet celebrities; route passengers to far-distant points" . . . We just thought you'd like to know these things, you lucky girls . . .

U. S. customs officials in Los Angeles were in somewhat of a quandry recently when a special Pan American Airways flight arrived from Cuba, our west coast spies report . . . They picked up the manifest and were hit between the eyes with words like maracas, claves, bongos, tambor, cabaca, chochallo, guiro, timbales and quijada de burro . . . Everything turned out all right, though—the plane was filled with hundreds of Cuban musical instruments sent by citizens of Cuba to Desi Arnaz, band leader, just discharged from the Army . . .

We want to put in a plug for Tulsa as having one of the nicest airport terminals that we've visited recently . . . It's attractive, neat and clean and what more can you say except that there ought to be more of them . . . We also commend Evansville, Ind., for keeping its small passenger terminal in nice shape . . .

ERIC BRAMLEY.

# American Says Merger Would Result in Savings

## Mid-Continent Would Be Taken Out of Need Class

By DANIEL S. WENTZ, II

THE FIRST post-war airline merger proposal was under consideration by Civil Aeronautics Board Examiners last fortnight as American Airlines began the presentation of a series of witnesses supporting its application for Board approval of its proposed acquisition of Mid-Continent Airlines through a transaction involving an exchange of the two carriers' stock.

C. R. Smith, American's Board Chairman and Chief Executive Officer, declared in written testimony that the Board should approve the merger deal as being in the public interest because it would: (1) provide improved service to cities on both Mid-Continent's and American's routes; (2) result in sizeable economies in operating costs on the Mid-Continent system; (3) reduce fares on Mid-Continent to the 4.5 cents per mile level now effective on American's system; (4) permit a reduction in Mid-Continent's mail pay from the present \$3.37 per ton mile to American's current rate of 45c per ton mile, thereby saving the Post Office Department \$793,797.65 on the basis of the year ended Sept. 30, 1945; (5) "bring to the Mid-Continent territory experience in developing air transportation in comparable territory"; (6) afford the cities on Mid-Continent's routes service by a company "having substantial financial strength and security, with ability to develop, as well as to adopt, technological improvements and with ability to withstand temporary economic adversities; (7) provide Mid-Continent's personnel greater opportunities for advancement within American's larger system; and (8) strengthen U. S. air transportation generally by removing Mid-Continent from the status of Governmental dependency.

### Tulsa Base

Smith also disclosed that American plans to establish a major overhaul base at Tulsa, Okla., where it has recently taken a long term lease on the former Douglas Modification Center; and that it also proposes to take over the former Ardmore (Okla.) Army Air Base Airport to set up a centralized flight training base for the system.

The AAL executive was subjected to a lengthy and involved cross-examination by lawyers representing almost every U. S. domestic airline. During this questioning, he amplified to some extent statements made in his direct testimony, pointing out that new long-haul one-stop or non-stop services which a merger of the two lines could make possible would constitute a real improvement in service to the public. He testified that American has no other merger plans in prospect at present.

American's second witness was Joseph A. Zock, Chairman of the Board of Mid-Continent Airlines, who told Examiners William F. Cusick and J. Earl Cox that in his opinion, merger with American represented the most desirable solution of Mid-Continent's problems. He character-

ized American's offer to acquire a controlling interest in MCA through an exchange of stock on a basis of four shares of Mid-Continent common for one share of American common as a "clean cut proposition with a company soundly situated, with a record of accomplishment which justifies us in transferring our investment to American without special collateral or undisclosed arrangements." He described the merger proposal as "the most satisfactory and constructive solution" of the complex of economic and related problems which has kept MCA in the "need" class of domestic carriers.

### Deal Begun in June

In prepared testimony, Zock disclosed that the merger negotiations with American had been begun on a formal basis in June, 1945. Prior to that time, he said, MCA had turned down offers of Braniff and Transcontinental & Western Air, and that negotiations with Northwest Airlines had been terminated by the latter company. Additional conversations Zock testified, were had with representatives of United, National, Pennsylvania-Central and Chicago and Southern.

He testified that the final four-for-one stock exchange agreement was worked out through a series of conferences opened originally by C. R. Smith. Zock stated that he holds signed authorizations from at least 50.75 per cent of Mid-Continent's stockholders empowering him to arrange the exchange deal with American. He represents financially the stock interests in Mid-Continent of Col. Thomas Fortune Ryan III, former president of the line, and of numerous other members of the Ryan family, who collectively form the largest block of holders of MCA stock.

Like C. R. Smith, Zock was the target of a long series of questions by counsel for nearly every airline intervener in the case. He admitted under cross-examination, that recent traffic and revenue figures indicated that percentage-wise, MCA has one of the best recent growth records of all U. S. carriers, due in large part to its recently opened New Orleans extension.

The presentation of American's case was only half-completed as this issue of AMERICAN AVIATION went to press. Charles A. Rheinstrom, AAL's Vice-President-Traffic, and C. W. Jacob, the carrier's Secretary, were both scheduled to give testimony. In addition, a series of airline interveners including Braniff, Eastern, Chicago and Southern, United, Western, Northwest, Continental, TWA and National remained to be heard.

City interveners appearing in the opening session included representatives of the Orleans Airport Commission, the City of Des Moines, Iowa, the State of Minnesota, and the Minneapolis-St. Paul Metropolitan Airports Commission.

## Venezuelan Company Asks Foreign Carrier Permits

Another of the TACA System of national airline companies, Linea Aerea Tacaca de Venezuela, C. A., Conde a Carmelitas 2-3, Caracas, Venezuela, applied to the Civil Aeronautics Board last fortnight for foreign air carrier permits to

authorize scheduled or non-scheduled operations carrying mail, passengers and express between La Guaira, Ven., and Miami, and between La Guaira and Balboa, C. Z. (Docket 2180).

The Venezuelan company is capitalized at 2,100,000 Bolivares (\$630,000 U. S.), with 11,550 shares or 55 percent of its stock held by Venezuelan citizens. The remaining 45 percent of the stock, 9450 shares, is held by Taca Airways, S. A., a Panamanian corporation which is the parent company of the TACA System.

The application, transmitted to CAB through the customary State Department channels, states that the projected services will be operated initially with DC-3 equipment, to be replaced with larger and more modern aircraft types as they become available. Ernesto Franco, Suite 265, 630 Fifth Avenue, N. Y., 20, is the company's U. S. agent.

## CAB Names Baltimore As Atlantic Terminal

The City of Baltimore joined the ranks of New York, Washington, Chicago, Detroit, Philadelphia and Boston last fortnight when it was designated by a decision of the Civil Aeronautics Board as a U. S. co-terminal to be served by American, Pan American and TWA on international flights. The Board order adding the Maryland seaport to the list of six cities originally selected in the North Atlantic Decision was approved by President Truman.

The Board's opinion pointed to Baltimore's importance as an industrial center, its rank as the second greatest U. S. seaport and its accessibility "to a heavily populated, highly industrialized hinterland" as reasons for including it among the U. S. North Atlantic route termini.

The inauguration of landplane service to Baltimore will probably be dependent upon the completion of a projected international airport eight miles from the city's center, on which construction is scheduled to begin this Spring.

## Norseman Company May Take Plea to U. S. Court

The Norseman Air Transport, Inc. of Longmeadow, Mass., has under consideration filing of an appeal in the U. S. Court of Appeals, District of Columbia, from the decision of the Civil Aeronautics Board which denied the company a re-hearing in the New England route case. (Docket 399 et al.)

Coates Lear, counsel for the company, said it was the position of Norseman Air Transport that it never had been given an opportunity to present its case fully in a CAB hearing. The company is made up exclusively of some 300 former and present members of the Army and Navy Air Forces, ATC and RCAF flyers and maintenance and operation men from these organizations, all of them veterans of World War II.



# CAB Proceedings

(A Summary of Applications Filed, Orders Issued, and Future Actions of the Civil Aeronautics Board.)

## Orders:

- 4341**—Authorizing American Airlines to serve Springfield, Mo., on Route 30 through the use of the Springfield-Green County Airport.
- 4342**—Authorizing Colonial Airlines to inaugurate service to Ottawa, Canada, on Route 72-F through the use of the Uplands Municipal Airport.
- 4343**—Denying an application of Pan American-Grace Airways for a temporary exemption order to permit it to serve Riobamba, Ecuador, as an intermediate point between Quito and Guayaquil, Ecuador, pending CAB action on Panagra's application for permanent certification of Riobamba. (Docket 2160).
- 4344**—Authorizing Western Air Lines to serve El Centro, Calif., on Route 13 through the use of the Holtville Auxiliary Airport.
- 4345**—Permitting Western Air Lines to operate non-stop between Salt Lake City, Utah, and Butte, Mont., on Route 19.
- 4346**—Denying Pan American Airways' motion for consolidation of American Overseas Airlines' application for an exemption order to permit it to serve Frankfurt a/M, Germany (Docket 2165), with the PAA Trans-Atlantic Certificate Amendment Case (Docket 2076); and deferring action on PAA's petition to intervene in the AOA-Frankfurt Exemption Case.
- 4347**—Permitting the City of Newark, Ohio, to intervene in the Great Lakes Area Case. (Docket 535 et al.)
- 4348**—Dismissing without prejudice the application of Pennsylvania-Central Airlines in Dockets 979, 1289, 1846, 1850, 1851, 1852, and 2081, formerly consolidated with the Middle Atlantic Area Case (Docket 674 et al.), at the carrier's request.
- 4349**—Amending the Uniform System of Accounts for Domestic Air Carriers to substitute airport-to-airport mileages for the course flown mileages previously used. (Amendment No. 9).
- 4350**—Authorizing the Cities of Barnesville, Circleville and Mansfield, Ohio, to intervene in the Great Lakes Area Case. (Docket 535 et al.)
- 4351**—Amending the Form of Report of Financial and Operating Statistics for Domestic Air Carriers (Form 2790) to substitute airport-to-airport mileages for the course flown mileages hitherto used. (Amendment No. 4).
- 4352**—Authorizing Pennsylvania-Central Airlines to operate non-stop service southbound between Rochester, N. Y., and Washington, D. C., on Route 34.
- 4353**—Dismissing without prejudice the applications of John C. Van Son in Dockets 958 and 759, at the applicant's request.
- 4357**—Authorizing Pan American Airways to serve Hamilton, Bermuda, with landplane equipment through the regular use of Kindley Field.
- 4358**—Authorizing Pennsylvania-Central Airlines to operate non-stop between Norfolk, Va., and Raleigh, N. C., and between Greensboro, N. C., and Knoxville, Tenn., on Route 51.
- 4360**—Authorizing Western Air Lines to operate non-stop between Los Angeles and San Diego on Route 13.
- 4361**—Approving an agreement between United Air Lines and Colonial Airlines relating to the handling of Colonial's oxygen bottles at New York. (Agreement C.A.B. No. 492).

**Alaska Coastal Airlines**, Juneau, Alaska, for an exemption order authorizing irregular service over the following routes: between Skagway, Alaska, and the terminal points Carcross, Yukon Territory; Whitehorse, Y. T.; Dawson, Y. T.; Klunene Lake, Y. T.; and Atlin, British Columbia; and between Skagway and other places in British Columbia and the Yukon Territory north of the 58th degree of North Latitude; between Juneau and the terminal points Klunene Lake, Y. T.; Dawson, Y. T.; Whitehorse, Y. T.; Carcross, Y. T.; Atlin, B. C.; Tulsequah, B. C.; and Telegraph Creek, B. C.; and also between Juneau and other places in the Yukon Territory and British Columbia north of 54° North. (Docket 2175).

**Daniel Alksne**, 666 Everett Avenue, Palo Alto, Calif., for a permanent or temporary certificate authorizing non-scheduled mail, passenger and property service by conventional aircraft to any point in the United States. (Docket 2166).

**American Airlines** for the consolidation of its Routes 4 and 30 into a single route. (Docket 2187).

**Badger Airways, Inc.**, Beloit, Wisc., for a permanent or temporary certificate authorizing scheduled mail, passenger and property service over a circle route out of Beloit serving Rockford and Chicago, Ill.; Dubuque and Cedar Rapids, Iowa, and Rock Island and Peoria, Ill.; between Beloit and Duluth, Minn., via Madison, Portage, Wisconsin Rapids, Stevens Point, Wausau, Rhineland and Ashland, Wisc.; and over a second circle route based on Beloit and serving Milwaukee, Sheboygan, Manitowoc, Sturgeon Bay, Escanaba, Green Bay, Oshkosh, and Fond du Lac, Wisc. (Docket 2176).

**City of Cleveland, Ohio** (Thomas A. Burke, Mayor) for the designation of Cleveland as a co-terminal with Washington, Chicago, Detroit, Philadelphia, New York and Boston on the North Atlantic air routes. (Docket 2178).

**Chicago and Southern Air Lines**, for amendment of its certificate for Route 53 to include Louisville, Ky., as an intermediate point between Evansville and Indianapolis, Ind. (Docket 2179).

**Chicago and Southern Air Lines** for the consolidation of its existing Routes 8 and 53. (Docket 2177).

**Federal Airlines Company**, 518 Felt Building, Salt Lake City, Utah, for a permanent or temporary certificate authorizing scheduled mail, passenger and property service over a 334-mile between Del Rio, Texas, and Brownsville, Texas, via Eagle Pass, Laredo and McAllen, Texas. (Docket 2181).

**Federal Airlines Company**, 518 Felt Building, Salt Lake City, Utah, for a permanent or temporary certificate authorizing scheduled mail, passenger and property service over a 415-mile route between Amarillo and Del Rio via Plainview, Big Spring and Lubbock, Texas. (Docket 2182).

**Federal Airlines Company**, 518 Felt Building, Salt Lake City, Utah, for a permanent or temporary certificate authorizing scheduled mail, passenger and property over a 926-mile route between Amarillo,

**4342**—Authorizing Delta Air Corp. to serve Columbia, S. C., through the use of the Columbia Army Air Base (Lexington County Airport).

**4343**—Consolidating the applications of Richard W. Putnam, doing business as Dartmouth Airways, Docket 2156; Norfolk Northern Airlines, Docket 2151; and United Air Lines, Docket 2150, for hearing with the Middle Atlantic Area Case. (Docket 674 et al.)

## Calendar:

**Feb. 4**—Hearing on Pan American Airways' Latin American Division and Miami-Leopoldville Mail Rate Case. (Dockets 1593 and 1909). Tentative.

**Feb. 5**—Prehearing conference in the Arizona-New Mexico Case. (Docket 968 et al.) 10 a. m., Conference Room "A," Departmental Auditorium.

**Feb. 11**—Hearing in the Board's Investigation of an Agreement between Pan American Airways and Panair do Brasil, S. A. (Docket 2032). Examiners William J. Madden and J. Earl Cox. Tentative.

**Feb. 18**—Hearing in the Kansas City-Memphis-Florida Case. (Docket 1051 et al.) 10 a. m., Conference Room "C," Departmental Auditorium. Examiners Curtis C. Henderson and Barron Fredricks.

**Feb. 25**—Hearing on the application of Arizona Airways and Transcontinental & Western Air for the approval of TWA's sale of its certificate for Route 38 to Arizona Airways. (Docket 2005). 10 a. m., Conference Room "C," Departmental Auditorium. Examiner J. Earl Cox.

**Mar. 4**—Hearing on the Braniff-TWA-C and S-American consolidated Route consolidation proceeding. (Docket 1154 et al.) Examiner Herbert K. Bryan. Tentative.

**Mar. 11**—Hearing in the Board's Investigation of the Universal Air Travel Plan. (Docket 1939). Examiner Charles J. Frederick. Postponed from Feb. 18.

**Mar. 11**—Hearing on the application of All American Aviation, Inc., for approval of the acquisition of Equipamento All American Aviation, S. A., a Brazilian corporation. (Docket 1969). Examiner Charles J. Frederick. Tentative.

**April 1**—Hearing on Pan American Airways' application for U. S. domestic routes. (Docket 1803). Tentative.

**May 6**—Hearing in the Boston-New York-Atlanta-New Orleans Case. (Docket 730 et al.) Examiners Ralph L. Wiser and Lawrence J. Kosters. Tentative.

Texas, and Minot, N. D., via Liberal and Garden City, Kansas; McCook, North Platte and Valentine, Neb.; Pierre and Mobridge, S. D.; and Bismarck, N. D. (Docket 2183).

**Federal Airlines Company**, 518 Felt Building, Salt Lake City, Utah, for a permanent or temporary certificate authorizing scheduled mail, passenger and property service over a 210-mile route between Minot, N. D., and Winnipeg, Manitoba, Canada. (Docket 2184).

**G. I. Airlines**, 208 East Wisconsin Avenue, Milwaukee 2, Wisconsin, for a permanent or temporary certificate authorizing scheduled mail and property pick-up service over a circle route out of Chicago; between Chicago and Minneapolis; Milwaukee and Minneapolis; and between Milwaukee and Superior, Wis., all via various intermediate points. (Docket 2188).

**Greater Washington Taxi Airways** (Bernard E. Rand and Albert D. Walder), Leader Building, Cleveland, Ohio, for a permanent or temporary certificate authorizing scheduled passenger and property service (and mail if deemed necessary by CAB) by helicopter or other type aircraft within a 50-mile radius of the District of Columbia. (Docket 2162).

**Linea Aerea Taca de Venezuela**, C. A., Conde a Carmelitas 2-3, Caracas, Venezuela, for a foreign air carrier permit authorizing scheduled and non-scheduled mail, passenger and express operations between La Guaira, Ven., and Miami, and between La Guaira and Balboa, C. Z. (Docket 2180).

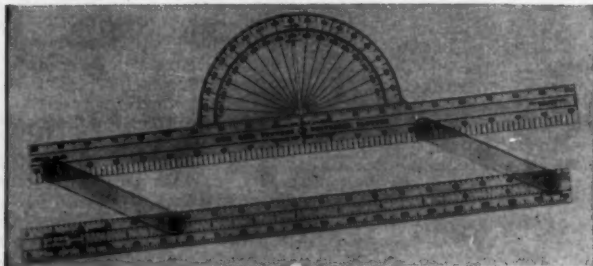
**Grant W. Madsen**, 19 East First South, Salt Lake City 1, Utah, for a permanent or temporary certificate authorizing scheduled mail, passenger and property service over a 700 mile route between Long Beach, Calif., and Albuquerque, N. M., via San Bernardino and Needles, Calif.; Kingman, Ashfork, Flagstaff, Winslow and Holbrook, Ariz., and Gallup, N. M., and over a 433 mile circle route out of Albuquerque, serving Tucumcari and Clovis, N. M., as intermediate points. (Docket 2173).

**Grant W. Madsen**, 19 East First South, Salt Lake City 1, Utah, for a permanent or temporary certificate authorizing scheduled mail, passenger and property service over 1150 miles of routes between Long Beach, Calif., and Phoenix, Ariz., via El Centro, Calif., and Yuma, Ariz.; between Phoenix and El Paso via Globe and Safford, Ariz., and Lordsburg, Deming and Las Cruces, N. M.; and between El Paso and Amarillo via Las Cruces, Alamogordo, Roswell and Clovis, N. M. (Docket 2172).

**Minute Men-Air Freight**, c/o Buford A. Lynch, 1020 Nineteenth Street, N. W., Washington, D. C., for a certificate authorizing mail and cargo service between Washington and Newark, N. J. (New York) via Baltimore and Philadelphia. (Docket 2186).

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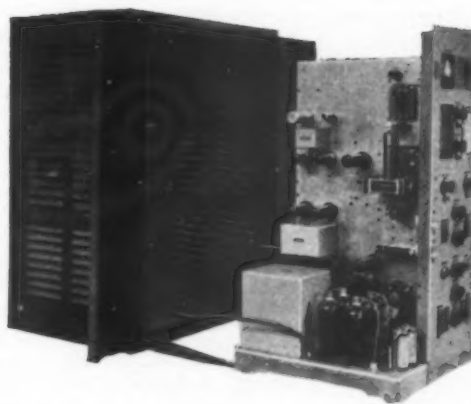
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## Feederline Proposals Heard in Argument

The fourth of the Civil Aeronautics Board's regional feederline proceedings reached the oral argument stage last fortnight, as attorneys for airline applicants in the New England case presented their arguments before the Board.

Northeast, Eastern, Colonial and All American Aviation were the only three certificated carriers appearing as applicants. Northeast's case, presented through its attorney John S. Wynne, provided the unusual spectacle of a carrier requesting the Board to reject a new route recommendation made by its examiners. Wynne stated that Northeast did not want the route between Burlington, Vt., and Portland, Me., for which it had been recommended. He asked that Northeast be certificated into Springfield, Mass., rather than Colonial as the examiners had recommended.

E. Smythe Gambrell asked the Board to certificate Eastern Air Lines into Providence, Hartford, New Haven, Brockton and Stamford-Norwalk, which he said could be served simply by letting down EAL flights now scheduled into Boston from points on Eastern's system.

### All American Pleads

All American Aviation's case for a large network of New England pick-up routes was argued by Austin M. Zimmerman, who declared that New England presented a far richer area for pick-up operations than did AAA's present territory. He told of the company's plans to inaugurate combination passenger-pick-up service on several routes, using DC-3s seating 18 passengers and equipped with pick-up gear.

Feederline applicants appearing in the arguments included E. W. Wiggins Airways, recommended by Examiners Barron Fredricks and Joseph Fitzmaurice for a 1030-mile local service system in New England; Page Airways, applicant for a series of routes lying chiefly in New York state; Putnam Airlines, whose attorney, Albert F. Beitel, declared that it did not want government mail pay assistance for its proposed 435-mile route; Northern Airlines; Norseman Air Transport, an Army-Navy veteran group; Hylan Flying Service; and Max Dach, and applicant for helicopter authorizations.

American Airlines, an intervener, through its attorney Fred M. Glass opposed the certification of Wiggins over the Boston-New York feederline recommended by the examiners. James K. Crimmins, TWA attorney, joined in objecting to the certification of Wiggins, particularly over a Boston-Albany route which he said would be directly competitive with TWA.

Wilbur La Roe, Jr., representing the Port of New York Authority, an intervener, told the Board that the recommendations of its examiners for a New England local service pattern were totally inadequate.

La Roe suggested that Frank H. Crozier, Chief of CAB's Research and Analysis Division, be assigned to make a thorough survey of the area and lay out a route pattern tailored to suit the needs of New England. Only in this way, he

claimed, could an adequate local air transportation system for New England be built up. He claimed that the haphazard applications filed with the Board did not add up to such an adequate pattern, and that the examiners had failed to outline one.

Recalling CAB Member Oswald Ryan's recent plea that State regulation be kept to an absolute minimum, La Roe predicted that unless an adequate local service pattern were worked out by the Board for New England and other areas, State regulatory bodies would step into the picture in an attempt to meet this need. He predicted that the question of an adequate local service pattern would eventually become just as important as the need for an international route pattern.

## Route Consolidations Asked by 4 Carriers

A general series of route consolidations, designed to permit the removal of a number of arbitrary route junction points and to make possible a variety of new non-stop operations, was the subject of a Civil Aeronautics Board hearing last fortnight in which American Airlines, Pennsylvania-Central Airlines, Transcontinental & Western Air and United Air Lines each presented its consolidation plan.

American's case for consolidation of its Routes 18, 23 and 4 was presented through Willis G. Lipscomb, Assistant Vice President-Traffic and General Traffic Manager, who testified that joining the three routes would permit more economic operation of four-engined equipment, as well as administrative economics achieved through the elimination of a variety of CAB and Post Office forms. He stated that the consolidation would permit American to operate non-stop from coast-to-coast and from Boston to Washington.

PCA's President C. Bedell Monro told CAB Examiner Ralph A. Wiser that PCA's Routes 14 and 32 should be consolidated to remove junction point obstacles and because there had been a "substantial and historic participation in business between the two routes." Consolidation, he said, would give PCA 35 new non-stop possibilities, of which Norfolk-Chicago, Baltimore-Chicago, Washington-Chicago, Pittsburgh-Chicago, Akron-Chicago, and Pittsburgh-Cleveland were the most likely to be operated.

TWA and United both objected to PCA's Washington-Chicago proposal, claiming that it did not now participate in that travel market and should not be allowed to penetrate it through a consolidation proceeding.

Transcontinental & Western Air's case for consolidation of its Routes 36, 61, 2, 37, 44, 61 and 67, was presented through E. O. Cocke, Vice President-Traffic, who declared that the consolidation would produce improved service to the public and would permit TWA numerous clerical economies. Among the non-stops the consolidation would permit, Cocke mentioned Boston-Kansas City, Boston-St. Louis, Boston-Chicago, Chicago-Washington, New York-San Francisco, Chicago-San Francisco, and Boston-San Francisco.

## Pan Am Wants to Inaugurate Frankfurt Service at Once

Less than two weeks after a Civil Aeronautics Board examiner had completed hearings on Pan American Airways' comprehensive application for amendments to its European route certificates, which involves a request for permission to serve Frankfurt a/M, Germany, the company last fortnight applied to the Board for a temporary exemption order to permit immediate opening of commercial air service to the south German city pending final action on the amendment application. Frankfurt is seven miles north of the 50th parallel of latitude set by the Board's North Atlantic Decision as the northern boundary of the central European area assigned to PAA.

The application for the exemption states that PAA plans to open service to Prague, Czechoslovakia, March 1, and that Frankfurt, Headquarters of the U. S. Army of Occupation for Germany, will lie directly beneath the projected flight path between Brussels and the Czech capital. The company has asserted that it should be certificated into Frankfurt despite the fact that it lies outside its assigned area, because it is the trading and transport centre of the portion of Southern Germany PAA was selected to serve.

## American Airlines Asks Consolidation of Routes

American Airlines last fortnight applied to the Civil Aeronautics Board for the consolidation of its Routes 4 and 30 (Docket 2187), and a Board examiner has recommended that this request be considered in a consolidated proceeding with similar applications filed earlier by Braniff Airways, Transcontinental & Western Air, and Chicago and Southern Air Lines.

The Braniff application asks to consolidate Routes 9, 15 and 50 (Docket 1154); TWA is proposing the consolidation of Route 44 with Routes 2, 37, 61, and 67 (Docket 2142); and C & S wants its Routes 8 and 53 linked in a single certificate (Docket 2177). It is believed that the Board will order all four applications consolidated for simultaneous hearing. The case is now scheduled to be heard on March 4 by CAB Examiner Herbert K. Bryan.

## Last of CAB's Regional Certificate Cases Up

Work on the last of the Civil Aeronautics Board's current series of regional certificate cases is scheduled to get underway Feb. 5 with a prehearing conference to discuss applications in the Arizona-New Mexico area. The Board's intention of setting up a proceeding to handle new route applications in this general area has been known for some time.

TWA (Docket 1041) and United (Docket 1923) are the only existing carriers whose applications are listed in the preliminary lineup of parties to the proceeding. Other dockets to be considered include: Border Airline, Docket 968; William Edward Hann, Docket 1162; William Beatus, Docket 1489; Air Transit Company, Docket 1707; Lucius S. Smith, Docket 1719; Mrs. T. W. Lanier, Docket 1783; and Silver States Airways, Docket 2135.



# PICAO Gets Airworthiness Recommendations

**Submitted to Dycer,  
Who Represents U. S.**

THE AIRCRAFT Industries Association of America last fortnight submitted to C. F. Dycer, United States representative on the Airworthiness Subcommittee of PICAO, its recommendations on Airworthiness of Aircraft (International Annex G).

The AIA recommendations included both general recommendations as to the form, scope and administration of Annex G, and specific recommendations as to the airworthiness requirements that should be contained therein.

In the matter of General Recommendations, AIA proposes:

(1) That Annex G confine itself to requirements agreed to internationally on a mandatory use basis, with the requirements regarding performance characteristics suggested by the Chicago Airworthiness Subcommittee as Vol. II being relegated to Annex O, and the recommended practices suggested as Vol. III being omitted completely on the ground that they would tend only to confuse the issue as regards status of various domestic national requirements.

(2) That Annex G standards should be so universally acceptable as to warrant their complete inclusion as an integral part of each country's own domestic requirements.

## Publicize Differences

(3) That requirements not comprising a part of Annex G should be left to the discretion of each nation, with the U. S. Civil Air Regulations being translated and distributed to those countries not now equipped with their own standards.

(4) That the PICAO Airworthiness Subcommittee investigate and publicize the differences between the various countries purely domestic requirements in a series of PICAO Airworthiness Memoranda containing recommendations for eliminating the discrepancies noted.

Other AIAA general recommendations included a suggested system of numbering which is currently being employed by a number of airlines in this country and is being considered by the Army and Navy; a proposal that for practical reasons it is essential that the national authorities of each country be given full responsibility for determining compliance of its own (built) aircraft with the international standards; and a suggestion that where deviations are necessary and granted, they should be listed on the airworthiness certificate for the information of the customer, but that they not be used as possible grounds for prohibiting the aircraft involved from international navigation. In this connection AIAA takes exception to Articles 39 and 40 of the Convention on the grounds that faith in the competency and integrity of the certifying authorities of each nation to insure that the spirit of Annex G has not been violated is essential to the success of PICAO.

On the matter of specific contents of Annex G, AIAA makes a strong recommendation that all material pertaining to non-transport category aircraft be deleted

therefrom. It further proposes that the provisions in Part I of Document 325, General Requirements for Airworthiness Certification, be worked out with primary consideration for the elimination of paper work and time delays which might face the manufacturers and the operators in the processing, validation or renewal of airworthiness certificates.

The recently revised CAR 04 and not Document 325 is suggested as a basis for discussion in determining the U. S. viewpoint as to specific Airworthiness Requirements (Part 2, Document 325). In this connection, AIAA suggests that the following paragraphs of CAR 04 be considered for inclusion as they now stand:

04.11, .112, .113, .114, .115, .121, .122, .1220, .1221, .1222, .1230, .1231, .124, .131, .1312, .201, .202, .210, .2101, .211, .2111, .2112, .21120, .212, .600, .6001, .6002, .30, .301, .302, .38120, .3824, .38240, .410, .41000, .411, .44, .440, .4400, .4403, .4405, .45, .450, .4610, .470, .49, .54, .540, .541, .542, .5461, .5462, .5463.

Parts which are offered for consideration with some slight modification from their present form are:

04.133, .200, .38121, .40, .4101, .4231, .4251, .428, .43, .454, .46, .460, .4700, .490, .491 and .493.

AIAA further recommends that provisions be made for a cargo category, separate and apart from the transport passenger category, and that in this connection Part 3, Document 325, Engine Airworthiness, be modified to provide for a stand-by or emergency engine rating for use in purely cargo aircraft. It sug-

gests the establishment of this rating in accordance with the industry recommendations submitted to the Civil Aeronautics Board at its recent hearing on CAR 04.

Other AIAA recommendations on Engine Airworthiness follow the proposals made to Dr. E. P. Warner in a memorandum dated March 30, 1945, and signed by J. H. Sidebottom, secretary, Engine Technical Committee, Aeronautical Chamber of Commerce.

With reference to Part 4, Document 325, Propeller Airworthiness, AIAA expresses the belief that it is sufficient merely to specify a general paragraph on design, construction and materials. Experience gained in the actual use of propellers in service, it states, does not appear to justify or warrant an attempt at standardizing type test requirements for propellers on an international basis.

Finally, AIAA recommends that Part 5, Document 325, Equipment Airworthiness, be deleted entirely. It bases this recommendation on the belief that no amount of regulation would ever result in uniform procedures of inspection, quality control, ratings or tolerances, and on existing conditions in this country where the CAA now requires complete certification for some items of equipment such as skis, life rafts, lights and floats; semi-certification of others such as inspection handbook list and specification approvals; and no handling of others which are approved as part of the aircraft.

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**A** RMY ENGINEERS are working on an air to air pick-up method for snatching helicopters with conventional aircraft and towing them like gliders, thus increasing the helicopter's range and conserving its fuel for special purposes such as rescues at remote and inaccessible spots. Lift during the "glider" part of the operation is being supplied presumably by autorotation of the blades.

A patent was recently granted to Gerald H. Hanson of Sperry Gyroscope Co. for an automatic airspeed regulator for aircraft. Such devices will be essential in any automatic blind landing system tied into the autopilot if safe separations are to be maintained between various aircraft.

Goodyear Aircraft is understood to have decided against immediate production of its personal amphibian despite the successful performance of the prototype—primarily because it is not convinced that sufficient demand exists to warrant mass production. Once this demand does develop, however, Goodyear is one of the big companies that is going to do its best to take over the personal aircraft field.

Independent small field operators are expressing considerable interest in both the 85 hp Luscombe Silvalre and the new Cessna as a combination utility craft which they can not only rent out to private pilots and advanced students, but can also use for charter hops into small fields. Preference between the two makes seems to hinge at present on which company is first able to answer inquiries and effect deliveries.

The small field operators are also getting more interested in Link trainers. They point out that in addition to being almost must equipment for the student who wants to get an instrument rating, the synthetic trainer is a natural for bringing in revenue on days when everyone is sitting around in the hangar waiting for a fog to lift or a wind to die down so that they can fly.

Election of George A. Page, Jr., director of engineering, Curtiss-Wright Corp., as aircraft engineering vice president of the Society of Automotive Engineers for 1946 suggests that emphasis will be placed on flying missiles; for while Curtiss is abandoning the commercial airframe business, it has no intention of quitting the military field, and is concentrating on flying missile types.

The "HF-DF" system just revealed by the Navy as one of the principal factors in the tracking down and sinking of enemy submarines should have commercial application as a means of rapidly locating aircraft forced down in the ocean. At present many of the stations have been de-activated, but as far as is known, they have not been dismantled and could be put back into service if warranted.

Feeder lines may find VHF communications facilities less satisfactory, at least at the outset, than regular trunk lines, primarily because they are expected to operate at lower altitudes, and VHF range is limited to line of sight. This is particularly troublesome in mountainous terrain . . . Incidentally, some VHF interference has been noted recently beyond line of sight, but the cause of this phenomenon is still somewhat of a mystery.

Don't count the DC-8 out of the domestic transport picture because of the orders now being announced for other types. At least two airlines are known to be definitely favoring it in their deliberations, but may not make a decision until March or April.

Southern Aircraft Division, Portable Products Corp., has just completed and test flown its twin-engine, six place executive aircraft to be known as the Southernaire Model 11. Further details will be forthcoming shortly.

The lightplane manufacturers are going to have to reach a compromise between streamlining for speed and accessibility for maintenance before long. On a recent trip in one of the faster two place types we were held up for three hours by sticking valves and much of the time was spent in pulling the propeller and cowling just to get at the left front cylinder. A removable plate of some sort would have saved at least an hour.

Manufacturers are pointing out that if the airframe companies would include primary instruments and two-way radio as original equipment, the overall price might be higher, but a net saving would result to the buyer. The reason is that the manufacturer can buy such items at a much lower rate than the owner, who installs them at a later date.

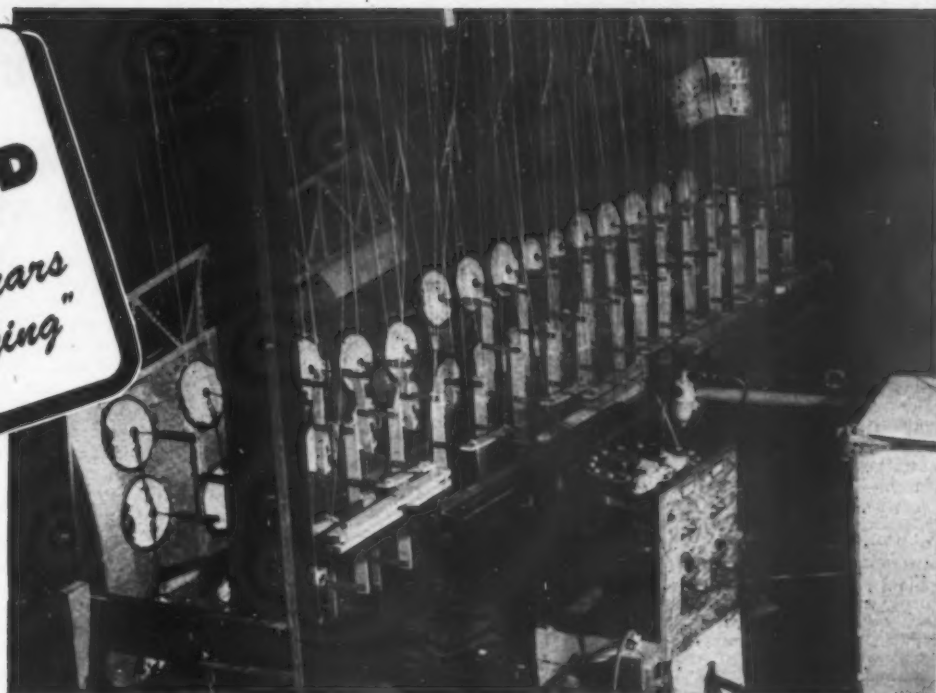
An as yet unannounced controllable pitch propeller for light aircraft has been developed by Marquette Metal Products Co., now a subsidiary of Curtiss-Wright Corp. It is understood that the new prop was developed by two former Curtiss engineers, and here is considerable speculation as to whether Curtiss-Wright intends to enter the lightplane propeller field through its new subsidiary while still sticking to the 1,000 hp and higher field at the Curtiss Propeller Division.

SYDNEY CARTER.

IT  
FAILED

AFTER

"50 Years  
of Flying"



THE photograph shows a BEECHCRAFT innovation in structural testing. After this all-metal wing had passed its stationary load (static) test successfully it was subjected to a "rough air test" originated by Beech engineers. Tension patches were attached to both sides and the wing was continuously subjected to alternating loads of varying intensity, similar to the loads encountered in rough air at the full gross weight and full cruising speed of the airplane. It was bent back and forth, day and night, for weeks; to test for possible points of fatigue failure.

After the equivalent of 50 years of flying at 400 hours per year, the first failure occurred. That point was then strengthened.

The wing thus tested is for a new all-metal, four-place BEECHCRAFT designed for the medium price class. Its specifications and price will not be released until after it has

fully proven that it is a true representative of the BEECHCRAFT standards of quality, ruggedness, flight stability, and performance.

After laboratory tests of this type are completed, the airplane will be flown continuously, day and night, for 1,000 hours by a group of eight pilots before it is put into volume production.

When it is released to the public it will be worthy of the name BEECHCRAFT. In the meantime, BEECHCRAFT distributors will accept priority orders on a "sight unseen, specifications unknown" basis, with cash deposit. Over 250 such orders, now on hand, constitute a fine tribute to the BEECHCRAFT reputation. We wish to express our gratitude to this group of BEECHCRAFT enthusiasts and assure them that we are certain that they will not regret their confidence in us.

# Beech Aircraft



C O R P O R A T I O N

BEECHCRAFTS DID THEIR PART

WICHITA, KANSAS, U. S. A.



# 9HD Cyclone Was Developed for Douglas DC-4

## Chicago & Southern Line First to Specify Them

By FRED HUNTER

THE 9HD CYCLONE, recently announced by the Wright Aeronautical Corp., was developed as a power unit for the Douglas DC-4. AMERICAN AVIATION learned in Los Angeles where an installation of the nine-cylinder engines has been made in a C-54A to qualify for a type certificate.

This marks the first time any power unit other than the 14-cylinder R-2000 series manufactured by the Pratt and Whitney Division of United Aircraft has been installed in a Douglas DC-4 type plane in the U. S.

One airline—Chicago and Southern—already has placed an order to equip four converted C-54's and several other carriers are reported to be interested in the power plant which Wright claims will not only bring about an appreciable weight economy, but will increase block speed, by 16 miles an hour or more.

Engineering for the installation of the nine-cylinder Wrights in the four-engine Douglas ships has been completed by the Rohr Aircraft Corp. and fabrication of nacelles is in progress at Rohr's Chula Vista, Calif. plant. These units, reported to cost approximately \$35,000 per set, are scheduled to be available to airline operators in March.

### Will Furnish Engines

Arrangements have been made with the Douglas company to furnish the Wright engines on order in new DC-4 planes, and the C-54A in which the first four units were installed at Grand Central Airport in Glendale will be turned over to Douglas to conduct the necessary testing for obtaining the type certificate.

Basically, the 9HD is built on the same lines as the nine-cylinder Cyclones which have been powering DC-3 airliners, but advancement in cooling, supercharger efficiency and structure have enabled the Wright engineers to take increased output from the 1823 cubic inches which have been standard displacement of the series for several years.

At the dry weight of 1,360 pounds, the engine weighs .95 pounds per brake horsepower. This lower engine weight results in a reduction in airplane empty weight of 1,200 to 1,400 pounds depending upon the propeller assembly chosen and is directly reflected in increased useful load.

Through lower drag plus higher brake horse power available for cruising at a given percentage of rated power, Wright Aeronautical claims an increased block speed of 16 miles per hour on a 200-mile trip, 22 miles per hour on a 500-mile trip and still higher on longer flights.

The following are the performance figures for the new 9HD, using Grade 100/130 fuel:

Take-off (5 minutes)	.....
Rated Power (METO)	.....
Low Ratio	.....
High Ratio	.....
Cruise Power (Recommended Maximum)	.....
Low Ratio	.....
High Ratio	.....



**Export Sales Head**—Ronald H. (Bob) Askew, formerly with Douglas Aircraft Co., has been named export sales manager for Lockheed Aircraft Corp. Under Askew's direction will be Lockheed's sales offices in Europe, Australia and South America and another to be opened soon in the Far East. A veteran of 18 years aviation experience, Askew was export sales manager for Douglas from 1941-45.

## Second Annual Northwest Airshow Opens March 12

The Second Annual Northwest Airshow is to be held in the Minneapolis Auditorium March 12 through 18 under the sponsorship of the National Aeronautic Association. Nearly 10,000 sq. ft. of floor space has already been sold to previous exhibitors. Eight personal aircraft distributors have reserved space for a showing of their prototype planes. Other exhibitors include manufacturers of aviation equipment, commercial airlines, flying schools, gas and oil companies, jobbers, dealers and others with aviation products. Large and small exhibit spaces, costing from \$100 to \$175, are still available and can be obtained by writing H. H. Cory, sales manager, Suite 236, Hotel Radisson, Minneapolis.

### XC-99 Ready for Wing

Consolidated Vultee has the fuselage of its giant XC-99 far enough along so that the next step is to hook on the 230-foot wing. The wing, built in Fort Worth, is being shipped to San Diego on flat cars in sections.

Brake Horse Power	Crank Shaft RPM	Alt. Feet	Imp. Gear Ratio
1425	2700	S.L.	Low
1275	2500	3000	Low
1125	2500	9200	High
800	2300	10000	Low
785	2300	16200	High

## C. W. Perelle Resigns At Hughes Aircraft After Disagreement

Charles W. Perelle has resigned as vice president and general manager of the Hughes Aircraft Co., and Frank M. McDonnell, comptroller and treasurer, has taken over the management temporarily. Howard R. Hughes, company president, in confirming a disagreement with Perelle declared: "We disagreed over the manner in which the plant should be operated."

Also resigning in the administrative shakeup are Joseph W. Hennen, assistant general manager who formerly was manager of Consolidated Vultee at Nashville; Clifford Sharpe, production manager; Clinton Erb, auditor, and Anthony Burke, public relations manager.

Perelle, who had a wide background of aircraft experience with both Boeing and Consolidated Vultee, was brought into the Hughes Aircraft Co. as general manager at a salary of \$75,000 a year in October, 1944, following a succession of several general managers. He was made a vice president of the Hughes Tool Co., parent company of Hughes Aircraft, and a director of TWA, as part of the arrangement to obtain his services to straighten out difficulties which had beset the aircraft company organized by Howard Hughes, and to bring into production the huge 8-engine H-4 flying boat being built under contract with the RFC and the FX-11, an Army photographic plane, both of which had undergone delays.

### Boat Nearly Complete

The H-4 flying boat is now virtually completed at a cost of approximately \$18,000,000, but a hitch has occurred in negotiations for its removal from the Hughes plant at Culver City to a beaching dock at Long Beach. About three months ago Perelle arranged in Washington for an additional sum of slightly more than \$1,500,000 from the RFC for construction of the beaching dock, moving the ship, its re-assembly at Long Beach, and test flights. Final papers for this, however, have not been signed.

The FX-11 is now undergoing taxi tests and will be ready for flight tests soon. Hughes has built two of these craft, plus a static model. The original \$30,000,000 order for approximately 100 FX-11s was cancelled by the Army.

The management shake-up has industry circles wondering as to the possible effect on production plans for the Hughes Feederliner. Announced almost a year ago as a postwar project, the 18-passenger transport aroused considerable interest because of an exceptionally low stalling speed. Nothing has been said about it since V-J Day, however, and the resignation of Perelle, who was known as a production expert, has renewed speculation that the project may have been dropped.



Nadal Buncie Huxley

Robert R. Nadal has returned from the Navy to take up his duties as sales manager for Culver Aircraft Corp. Before joining Culver in 1941, Nadal was district manager for Chevrolet in the St. Louis area.

Warren R. Smith, who served with the Ninth Air Force overseas and prior to the war was associated with a New York public relations firm, has been appointed public relations manager of the Fairchild Aircraft Division.

H. M. Wales has been appointed sales manager of aviation electronic equipment for the transmitter division of General Electric's Electronics Department. He has been associated with GE's aviation division since his discharge from the AAF in 1940.

John L. Buncie has been appointed factory manager of Pratt & Whitney Division and Henry N. Igo has been named superintendent of assembly and test. William P. Huxley, associated with Hamilton Standard's sales department since January, 1942, has been named assistant sales manager.

Louis S. Marsh, chief metallurgist of Boeing Aircraft Co., has retired after more than 28 years in the Boeing engineering department.

Dr. Waldo H. Kilver has been appointed to the newly created position of director of research of the Minneapolis-Honeywell Regulator Co. He has been chief physicist for the company's aeronautical division.

W. C. Rux, of the Aircraft Carburetor Technical Services of Bendix Aviation Corp., has been named supervisor of the aircraft distributors' service sales of Bendix Carburetor Division, and Jack Gibbonney, of the jet propulsion section, has been appointed supervisor of aircraft parts distribution.

James C. Welsch has resigned as sales manager of the Stinson Division of Consolidated Vultee Aircraft Corp. after 20 years in aviation sales.

G. A. Huggins has been named manager of Douglas Aircraft Company's Santa Monica plant. He formerly was chief of tooling for all Douglas plants and later plant manager of the company's Long Beach factory.

Jess W. Sweetser, director of public relations for Curtiss-Wright Corp., has resigned to organize a new company outside the aviation field. Richard Cowell, Washington public relations representative for the company, also has resigned.

Lloyd L. Kelly, former AAF major at Bryan Field, Texas, who was a member of the AAF Instrument Flying Standardization Board, has joined the educational staff of Link Aviation Devices.

Avery McBee, for six years director of public relations of the Glenn L. Martin Co., has become Hawaii manager for N. W. Ayer & Son.

Tom Y. Smith, manager of Convair's Stinson Division, has resigned. Larry Cooper has been appointed general sales manager for the division, succeeding James C. Welsch, resigned.

Herbert A. Meade, commercial aerial photographer, has assumed charge of professional aerial photographic mapping and charting camera and equipment sales for the Fairchild Camera and Instrument Corp.

Gene Root, chief of the aerodynamics section of Douglas Aircraft Company's El Segundo plant, has been chosen one of the nation's 10 outstanding young men of 1945 by the United States Junior Chamber of Commerce.

Betty Lou Hinds has resigned as advertising manager and public relations director of Aeronca Aircraft Corp. to become sales promotion manager for Cincinnati Air Activities.

Howard K. Morgan, formerly director of engineering for TWA, has joined the engineering staff of Bendix Aviation Corporation's Radio Division.

Harm Jan van der Linde, fabrication superintendent of Ryan Aeronautical Co., recently was awarded a diamond-studded service pin on the 22nd anniversary of his employment with Ryan.

A. F. Logan has been appointed director of industrial relations for Boeing Aircraft Co., succeeding C. E. French, resigned.

## Surplus Military Gliders Sold by RFC Total 800

Some 800 surplus military gliders have been sold for \$281,561, according to figures released by the RFC. This total includes those bought for use in civil aviation and for use by schools for educational purposes. Gliders of all types still on hand total 345.

Best seller has been the TG-6, a three-place glider designed by Taylorcraft, which has been type-certificated by the Civil Aeronautics Administration for conversion into a powered lightplane with the installation of an engine to other modifications.

The TG-6 is being sold for \$350, and there still are 156 on hand. There has been a shortage of suitable engines for installation but the supply is increasing. Fifteen trailers for the transportation of the gliders also have been sold for \$75 each.

Practically all Army and Navy gliders that have been used for training purposes in the United States have been declared surplus and are available at a fixed price. A dealers' discount is permitted on three or more purchases. The veterans' preference also includes a 20% discount.

## Military Accepted 4613 Transports During 1945

A total of 4,613 transport planes of all types were delivered to the Army and Navy during 1945, according to official figures received from the military services. Nearly 96% or 4,423 were accepted by the AAF, with 190 going to the Navy.

Effect of the war's end on transport deliveries is reflected in the accompanying table which shows 3,615 or 79% of the total received during the first half of the year, compared with 998 or 21% in the latter half.

The Army's total of 4,423 included 722 heavy four-engine transports, 1,471 heavy twin-engine, 1,553 medium twin-engine, 591 light twin-engine, and 86 light single-engine planes. The Navy's 190 consisted of 29 heavy four-engine transports, 42 light twin-engine, and 119 light single-engine transports.

### AAF ACCEPTANCES OF TRANSPORT PLANES IN 1945

Model & Manufacturer	Jan.-June	July-Dec.	Total
C-54 Douglas	467	241	708
C-69 Lockheed	8	3	11
C-74 Douglas	0	1	1
XC-97 Boeing	2	0	2
C-46 Curtiss	1,208	251	1,459
C-82 Fairchild	2	7	9
C-82 N. American	0	3	3
C-47 Douglas	1,256	257	1,553
C-45 Beech	448	143	591
C-64 Noorduy	80	6	86
<b>TOTAL TRANSPORTS</b>	<b>3,471</b>	<b>952</b>	<b>4,423</b>

### NAVY ACCEPTANCES OF TRANSPORT PLANES IN 1945

RY-3 Consolidated Vultee	19	10	29
J4F Grumman amphibian	7	....	7
JRP Grumman amphibian	23	12	35
J2F Colombia	95	24	119
<b>TOTAL TRANSPORTS</b>	<b>144</b>	<b>46</b>	<b>190</b>

## Predicts Peacetime Industry Will Need Far Fewer Plants

America's peacetime aircraft industry can utilize only about one-third of the airframe plants and one-sixth of the engine plants built by the government during the War, W. Stuart Symington, Surplus Property Administrator, reported to Congress Jan. 14 a few days before he resigned his office.

Under the disposal policy submitted by SPA, the aircraft industry will receive no blanket preference in the disposal of the 350 government-owned aircraft plants which cost more than \$3,800,000,000, but on formal request of the Army or Navy special treatment may be granted to insure that certain plants essential to the national security be maintained in aircraft production. The report indicated there would be relatively few cases which would merit this special treatment.

## Six More Plants Offered For Sale, Lease by RFC

Reconstruction Finance Corp. announces that the following plants are being offered for sale or lease:

M. B. Manufacturing Co.—two plants in Connecticut, one each in New Haven and East Haven.

Wright Aeronautical Corp.—plant at Fairlawn, N. J., used for making aluminum castings for aircraft engines.

Pratt & Whitney Division, United Aircraft Corp.—engine plant at East Longmeadow, Mass.

Square D Co.—aircraft and optical instruments plant at Elmhurst, N. Y.

Aeronca Aircraft Corp.—plant at Middletown, O., formerly used in production of light trainer aircraft.

RFC announces that the aircraft parts plant at Flushing, Long Island, formerly operated by the Square D Co., has been sold to the Universal Slide Fastener Co. for \$417,000; Vard, Inc., has purchased war-time additions to its property in Pasadena, including land adjoining the original plant and several buildings, for "in excess of \$500,000." RFC also reveals that seven surplus K-type airship envelopes, having an aggregate area of about 5,000 square yards of fabric each, are available at 40¢ a square yard. They are stored at the Goodyear plant at Akron, O.

# GOVERNMENT SURPLUS AIRCRAFT CONSOLIDATED-VULTEE BASIC TRAINERS FOR SALE by RFC at **\$975**

less 20% reduction on purchase of three or more at one time by one person\*—with ferrying allowance of 27¢ per mile not to exceed \$90 a plane.

**UNTIL MARCH 16, 1946**



Single-engine, 2-place, tandem seated, with enclosed cockpit. Powered with 450 h.p. Pratt & Whitney Wasp, Jr., and Wright engines. Equipped with dual controls and blind flying instruments. Type certificated by the Civil Aeronautics Administration and are eligible for airworthiness certificates upon completion of all necessary repairs and modifications required by the CAA.

For sale until March 16, 1946, at RFC Storage Depots. If you do not know the most convenient depot, consult the nearest agency listed below. Ask for the aircraft representative.

\* If you have previously qualified for the 20% reduction, this 20% applies to purchase of a single plane.

## VETERANS . . .

To help you in purchasing surplus property from the RFC, a veterans' unit has been established in each of our Disposing Agencies.



## RECONSTRUCTION FINANCE CORPORATION

A Disposal Agency Designated by the Surplus Property Administration

Agencies located at: Atlanta • Birmingham • Boston • Charlotte • Chicago • Cleveland • Dallas • Denver • Detroit • Helena • Houston • Jacksonville • Kansas City, Mo. • Little Rock • Los Angeles • Louisville • Minneapolis • Nashville • New Orleans • New York • Oklahoma City • Omaha • Philadelphia • Portland, Ore. • Richmond • St. Louis • Salt Lake City • San Antonio • San Francisco • Seattle • Spokane

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## Airline Stock Returns Show 340% Increase

EARNINGS ON the average airline share of stock rose about 340% from 1941 to 1945, according to an index of airline stock prices prepared by John H. Lewis & Co., New York investment house. This resulted primarily from the industry's tax treatment, the Lewis study adds.

The study discounts the frequent comment that "the rise in airline securities has been based on future hopes for this growing industry" by pointing out that "actually, from 1941 to 1944 airline prices did not do as much better than other stocks as did their earnings."

"The two periods in which airline stock were definitely 'discounting the future' were the years just before the war when prices were rising disproportionately to earnings and the last few months."

"In contrast to the recent prices rise, earnings . . . have started falling. In October, earnings on the stocks included in the Lewis Index fell about 50% under October a year ago."

"The current earnings decline is not necessarily discouraging, resulting as it does largely from expenses of expansion and recently lowered rates. But the fact remains that prices are out of line with earnings and the latter must increase materially just to support the present level of the former."

### Convair Calls Stock

Redemption March 1 of its \$1.25 convertible preferred stock at \$27.50 a share, plus 31¼¢ a share accrued and unpaid dividends, has been called for by Convair. The privilege of converting the preferred into common stock on the basis of 1½ shares of common for each preferred share expires Feb. 28. Authorized preferred stock totals 204,819. Of this, 177,919 are outstanding, less 26,900 either retired or purchased for retirement.

### All American Names New Directors

Stockholders of All American Aviation in a special meeting voted to increase the company's board of directors from eight to 11 members. The three new members elected were: A. Felix du Pont, Jr., brother of the late Richard C. du Pont, founder of the company; Harry W. Linger, Wilmington, Del., attorney, and Arthur P. Davis, a former member of the board who resigned to permit the election of Robert M. Love as president and a director.

### Air Associates Nets \$224,771

Air Associates, Inc., manufacturers and distributors of aviation materials and equipment, report sales for the fiscal year ended Sept. 30, 1945, at \$12,940,764. Net profit for the year was \$224,771, equal to \$1.67 per share on the 134,905 shares of the company's capital stock outstanding throughout the year. This compares with \$372,852 or \$2.76 per share on the same number of shares for the preceding fiscal year. Net assets as of Sept. 30 were \$2,222,635, an increase of \$495,196 during the year.

### Waco's 1945 Report

In its condensed report for the fiscal year 1945, the Waco Aircraft Co., Troy, O., discloses that, as of Sept. 30, net sales, including expenditures for C.P.F.F. contracts and fee, were at \$13,388,261. Net profit before taxes was \$293,901 whereas, after taxes, the net profit was \$92,328.



## **BURNHAM and company**

Members New York Stock Exchange

Associate Members New York Curb Exchange

**burnham and company** comprised of aviation-minded, war veteran partners... several of whom were pre-war fliers... seeks to associate itself with interesting projects in the aviation and airline field.

We offer our services as advisers in connection with management of financial problems and as underwriters of new capital issues.

To well-managed aviation enterprises, the financial markets are open and private funds are available to concerns not yet ready for public offering.

We invite inquiries from established companies requiring experienced financial advice and/or contemplating private or public financing.

Address **burnham and company**, 15 Broad St., New York 5, N. Y.

This is No. 1 in a series of advertisements designed to accomplish sound financial programs for soundly managed aviation companies.

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## Over - the - Counter Securities

(Courtesy Merrill Lynch, Pierce, Fenner & Beane)

	January 5, 1946		January 12, 1946	
	Bid	Asked	Bid	Asked
<b>Airlines</b>				
All American Aviation .....	9½	10½	10½	11½
American Airlines Pfd. ....	Called @ 106 1/15/45			
American Export Airlines .....	.....	.....	72	76
Chicago & Southern common .....	32½	32½	34½	35½
Chicago & Southern warrants .....	.....	.....	26 bid	.....
Continental Air Lines .....	25½	27	25½	26½
Delta Air Lines .....	59	62	63	65
Inland Airlines .....	13	13	13 bid	.....
Mid-Continent Airlines .....	17½	18½	18	19
<b>Manufacturers</b>				
Aeronca common .....	9½	10	9½	10½
Aircraft & Diesel .....	2½	2½	2½	2½
Airplane & Marine .....	23	25	26½	28
Central Airparts .....	1½	2½	1½	2½
Columbia Aircraft .....	1¼ bid	.....	1¼	2
Continental Aviation .....	2½	3	2½	3½
Delaware Aircraft Pfd. ....	.....	.....	.....	.....
General Aviation Equipment .....	4½	5½	4½	5½
Globe Aircraft .....	4½	5	4½	5½
Harlow Aircraft .....	1	1½	1½	1½
Harvill Corp. common .....	3½	3½	3½	4
Interstate Aircraft & Engine .....	20¼	21¼	21	22
Jacobs Aircraft .....	6½	7½	6½	7½
Kellett Aircraft .....	3½	4½	4½	5½
Kinner Motors .....	offered @ 4	.....	3¼	4½
Liberty Aircraft common .....	20½	21¼	22½	23
Menasco Mfg. ....	.....	.....	8	8½
Pacific Airmotive Corp. ....	8½	9½	11¼	12¼
Piper Aircraft Pfd. ....	.....	.....	75 bid	.....
Rohr Aircraft .....	offered @ 13	.....	10	13
Standard Aircraft Products .....	3½	4½	4½	4½
Taylorcraft common .....	5½	6½	5½	6½
Taylorcraft Pfd. ....	called @ 11 7/30/45			
Timm Aircraft .....	2½	3½	3	3½
United Aircraft Products Pfd. ....	32¼	33¼	31	33

## Classified Advertising

**AVIATION WEAR:** Flight Boots, Sheep-lined, zipper fronts. Pile lined and Electrified Jackets and Trousers. Used, good condition. National Supply & Mfg. Co., 303 Fifth Avenue, New York 16, N. Y.

**WANTED:** Two experienced aircraft draftsmen capable of both detailing and layout. Old established aircraft manufacturer. Box 469, American Aviation, American Building, Washington 4, D. C.

**SITUATION WANTED:** Airport manager (Air Transport Operations) veteran, formerly operated major foreign airbase for AAF, 7000 planes per month. Wide experience coordinating international civil and military air traffic of four allied nations. Airport management in all phases-maintenance-lighting - communications-procurement-transportation-public relations-international relations-air freight-terminal and airway traffic control-aircraft maintenance. Licensed commercial pilot 2500 hours test and instructor background all types single to four engine. Age 34, married, free to travel, highest references available. Box 468, American Aviation, American Building, Washington 4, D. C.

**EXECUTIVE SECRETARY** — Administrative Assistant desires position with top executive aviation or shipping industry. College trained, Katherine Gibbs Secretarial School graduate, 10 years' business experience. Specialist at composing letters. Free to travel with busy executive. Box 470, American Aviation, American Building, Washington 4, D. C.

**WANTED** a pilot with some air line pilot experience to represent a well-established employee-representing organization. This is not a flying position. Executive work only with some travel. Employer-employee relations handling ability necessary. Veteran preferred. Box 449, American Aviation, American Building, Washington 4, D. C.

**WATCHES WANTED**—Broken or usable—All kinds, even Ingersolls. Highest prices paid for jewelry, rings, spectacles, gold teeth, etc. Cash mailed promptly. Write for free shipping container. Lowe's, Holland Bldg., St. Louis 1, Mo.